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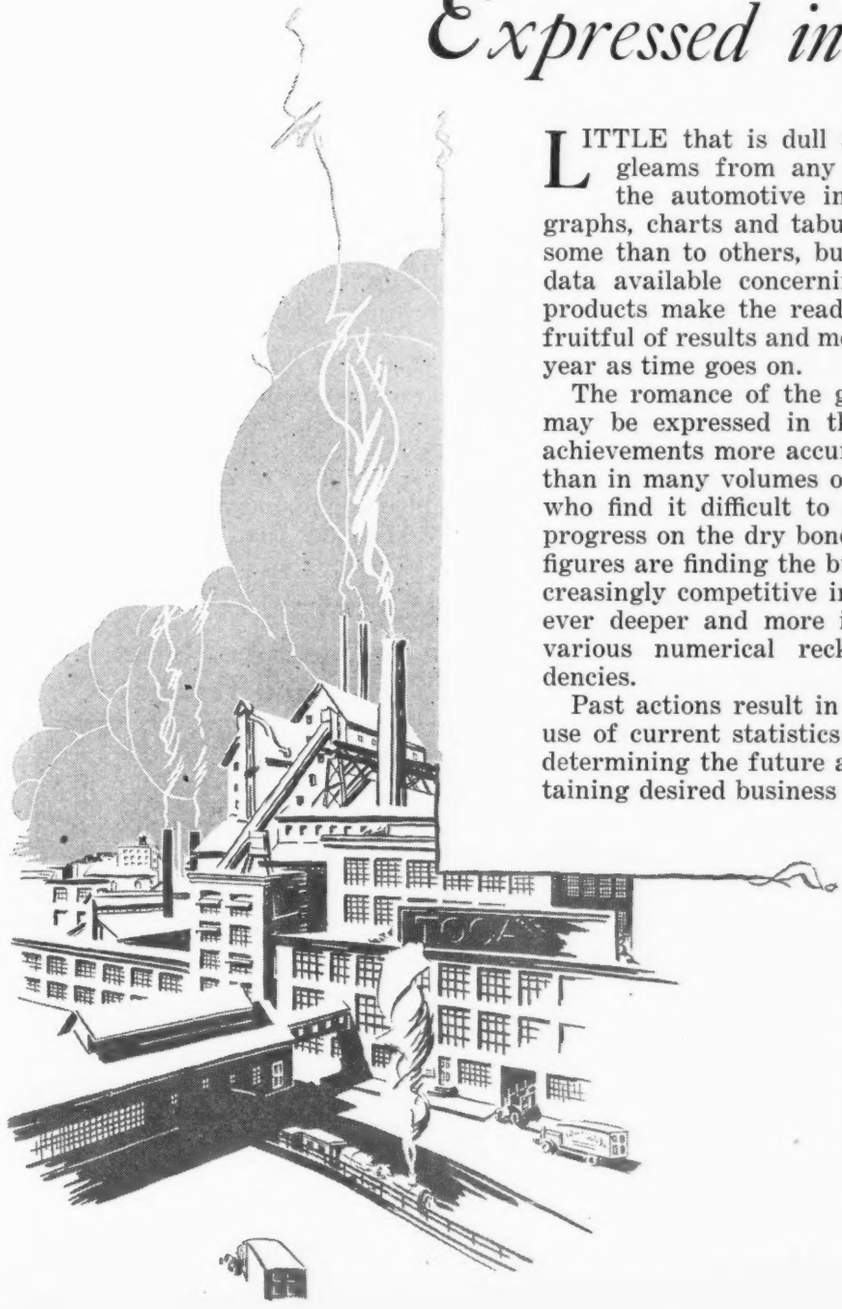
AUTOMOTIVE INDUSTRIES

VOLUME 56 *Philadelphia, Saturday, February 19, 1927* NUMBER 7

Romance of a Great Industry Expressed in Statistics



LITTLE that is dull and much that is thrilling gleams from any statistical presentation of the automotive industry. The language of graphs, charts and tabulations is more familiar to some than to others, but the constantly improving data available concerning automotive trends and products make the reading of that language more fruitful of results and more productive of ideas each year as time goes on.

The romance of the growth of a great industry may be expressed in the statistical record of its achievements more accurately and more specifically than in many volumes of mere words. Even those who find it difficult to see the flesh of chronicled progress on the dry bones of curves and tables and figures are finding the business necessities of an increasingly competitive industry forcing them to an ever deeper and more intelligent consideration of various numerical reckonings of economic tendencies.

Past actions result in current statistics. Proper use of current statistics may well be the basis for determining the future action best designed for obtaining desired business results.—N. G. S.

Some New Features

IN addition to the usual complete coverage of such subjects as Production, Registrations, Design Trends, Specifications, etc., several new features will be found in the Statistical Issue this year, including sections on Marketing Data, Highways, Accidents and Thefts. The regular weekly news of the industry starts on page 310.

Our Indus

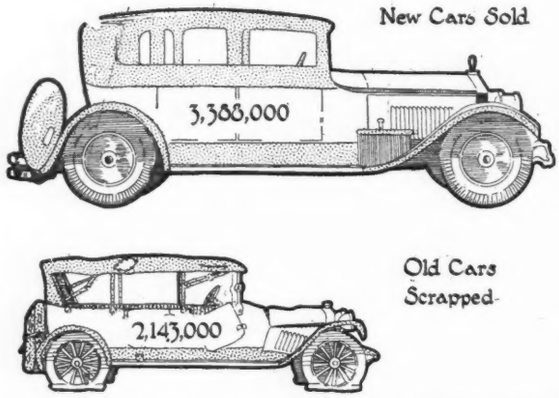
OUR industry today is in excellent condition financially and physically. A generally profitable year has just closed during which productive facilities were utilized to a normal extent. Demand for automotive products during the present year is anticipated to be not greatly different from that during 1926, so that the history of that year may be repeated to a large extent.

Since 1923 motor vehicle production has been more or less stabilized between 4,000,000 and 4,500,000 units yearly. There is no present indication that something like this volume of production, with a comparable production of other automotive units, cannot be maintained indefinitely. The most important factor in arriving at this conclusion is the growing replacement market, which during 1926 absorbed over 2,000,000 of the total units produced. As this market continues to grow, there will need to be fewer and fewer new sales prospects turned up in domestic and foreign markets to keep production schedules at their present point.

During the past year, for the first time, more cars were sold to replace old cars scrapped than were sold to first-time buyers—over 63 per cent of total sales being disposed of in this way.

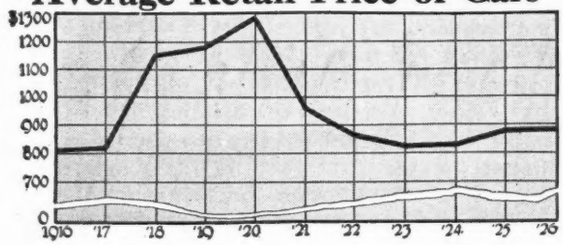
The average retail price of cars increased very slightly, probably due to increased purchases of higher priced cars rather than to actual price in-

New Cars Sold and Old Cars Scrapped—1926



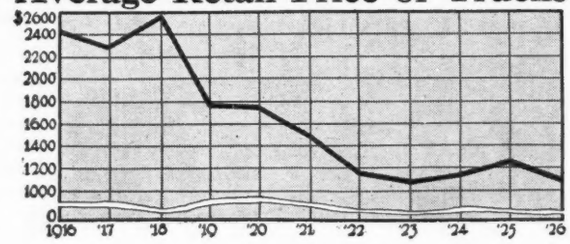
BEST available data indicate that during 1926, for the first time, more automobiles were sold to replace cars scrapped than were sold to new buyers. This is a continuation of a trend which has become quite noticeable within recent years and which should have a great stabilizing effect upon future markets

Average Retail Price of Cars



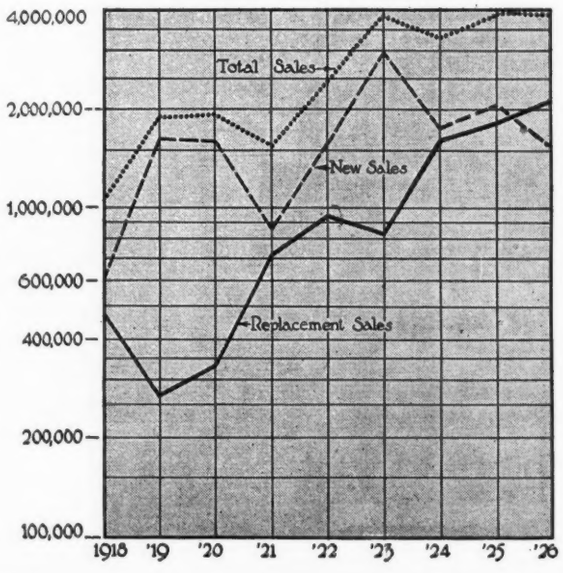
THE average retail price of the passenger cars sold during 1926 increased very slightly over the 1925 average. This has been due, mainly, to larger purchases of higher priced cars rather than to higher average prices of all cars

Average Retail Price of Trucks



AVERAGE price of trucks sold in 1926 declined over $100 from the 1925 level, to within $20 of the 1923 price level, the lowest point truck prices have reached. This decline, contrary to passenger car experience, was probably due largely to actual price decreases

Replacement Sales Cars and Trucks



try Today

creases; truck prices declined considerably from the 1925 average but this movement was in large measure due to actual price reductions.

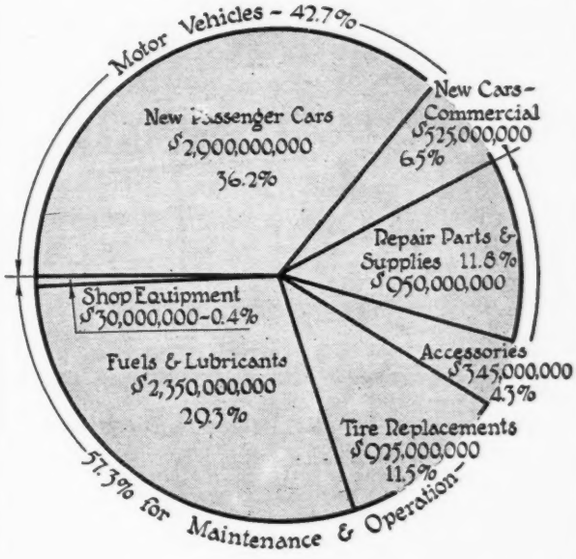
The ratio of motor vehicle sales to total automotive sales continues to decline and during 1926 was about 1.5 per cent less than in 1925. This trend is of considerable importance to dealers who depend on sales of fuel, oil, parts and accessories to offset dips in the vehicle sales curve.

Motor vehicle productive capacity increased during the last year but only to such an extent that probable production for 1927 will still make use of about 60 per cent of the capacity, a ratio which is considered normal in most industries and one which has prevailed in the automotive industry for a number of years.

There are fewer passenger cars makers in the field today than at any time since the industry threw off its swaddling clothes and a large proportion of them are operating upon a sound basis. Truck manufacturers during the past year have gone far toward attaining a stabilized business, particularly with regard to their merchandising policies. Parts and accessory makers have an enormous market awaiting them during the coming months and are well prepared to handle the business profitably.

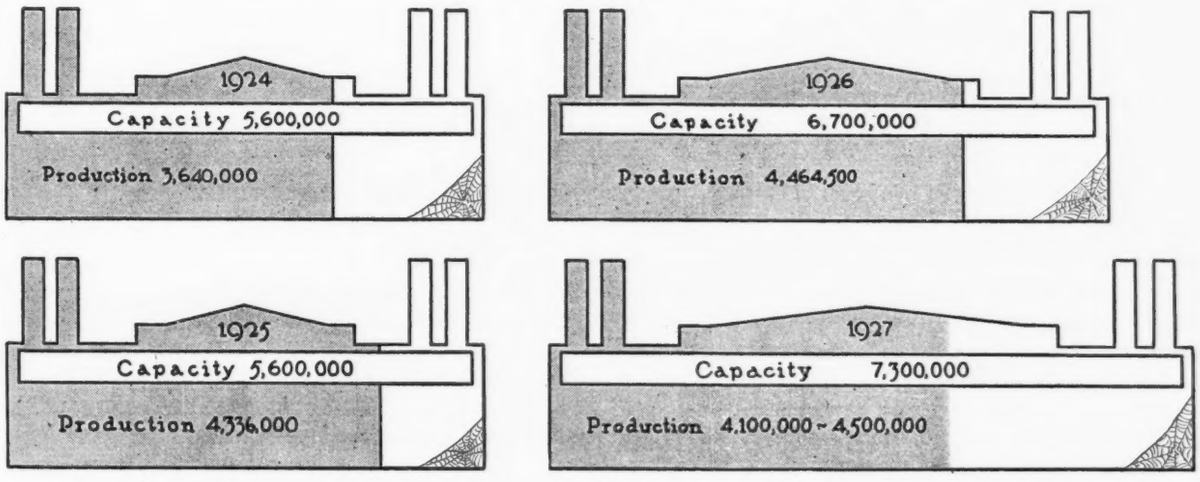
Present conditions contain all the elements for prosperity during the year of 1927.

Estimated Retail Sales of Automotive Products for 1927



THE proportionate share of vehicle sales in total automotive business will probably decrease slightly during the coming year. Total automotive sales as estimated for 1927 will be nearly $1,000,000,000 more than during 1926

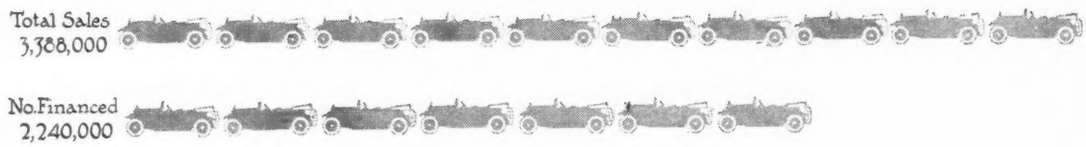
Motor Vehicle Productive Capacity and Output



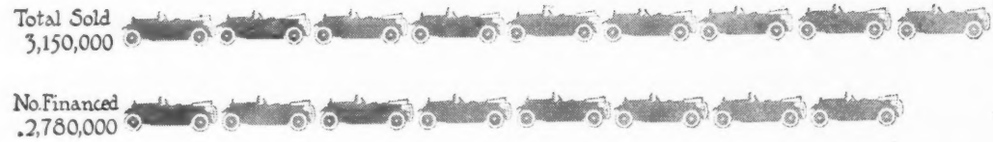
INCREASES in motor vehicle productive capacity during 1926 were about evenly divided between new capital facilities in the way of buildings and equipment and improved methods. Estimated production for 1927 will utilize about 60 per cent of the capacity—an average condition

Automotive Financing Information

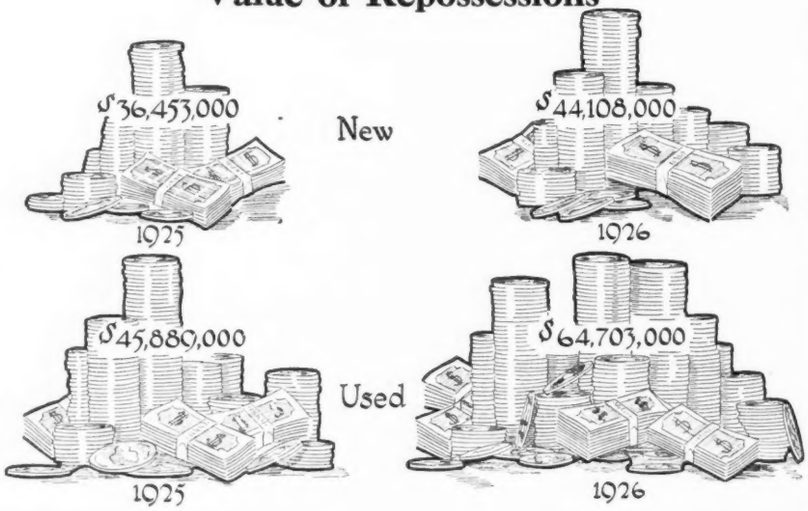
Number of New Cars Financed



Number of Used Cars Financed



Value of Repossessions



Average Loss Per Repossessed Car Having 12 or Less Monthly Payments
1925—$50
1926—$65

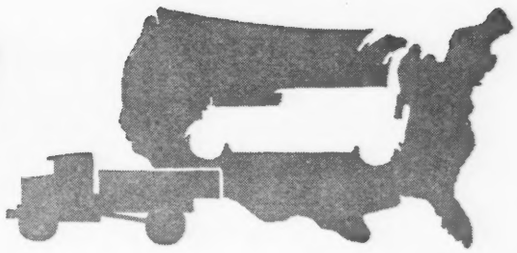
Money Invested in New Car Sales

Wholesale Value of New Cars Sold	$2,622,450,000
Money Invested in Wholesale Financing	$1,244,000,000
Retail Value of New Cars Sold	$3,406,600,000
Money Invested in Retail Financing	$1,332,800,000

Money Invested in Used Car Sales

Value of Used Cars Sold	$847,066,000
Money Invested in Used Cars Financing	$770,060,000

Marketing Data



69,600 Dealers Sold Average *of* 49 Cars Each *in* 1926

Average for 1925 was 48, but dealers were not so numerous. Handlers of lowest-priced cars suffer as sales of vehicles in $700-$1000 class increase.

By Norman G. Shidle

PASSENGER car sales per dealer in the United States were almost the same in 1926 as in 1925.

In 1926 there were 49 cars sold per dealer as compared with 48 in 1925. Retail car sales increased last year over 1925 by nearly 400,000, but a greater number of retailers were available to dispose of the increased output. There were about 69,600 passenger car dealers in the country on December 31, 1926, as compared with about 62,100 a year previous.

These general figures, together with the more detailed ones appearing on page 223, provide some significant marketing data and open up interesting realms of merchandising speculation from the standpoint of the manufacturer.

For one thing, the figures show a decline in number of cars sold per dealer in the lowest price group. Competition in this group is for first-time buyers probably more than in any other group. As the proportion of first-time buyers to the total has become less, the average volume per dealer has not continued to increase; last year, as is shown, it decreased to 75 per dealer as against 80 per dealer in 1925.

The next higher competitive group, comprising dealers for makers most of whose products sell between $700 and $1000, roughly speaking, shows a very definite increase in the number of cars per dealer sold as compared with 1925. The gain in this group as opposed to the marked decline in cars sold per dealer in the lowest price group is the outstanding feature of this particular tabulation.

Many other important facts appear from further study of the same table. The car sales per dealer in southern states, for example, is much higher so far as the lowest-priced cars are concerned than in any other part of the country. The average sales per dealer in this lowest price group is well over 100 in Georgia, Florida, Louisiana, Mississippi, Oklahoma and Tennessee. The only states above the Mason-Dixon line to record more than 100 cars per dealer in this price group in 1926 were Delaware and Massachusetts.

Figures for the District of Columbia show it to be the only territory in which the number of sales per dealer were greater in Groups II and III than in Group I, a not entirely unnatural condition for a purely urban area.

Analysis of sales records shows, also, that the big industrial states still continue to absorb a major

Car Sales By Competitive Groups—1926

Group 1	1,916,500	56.6%
Group 2	469,400	13.8
Group 3	893,900	26.4
Group 4	88,500	2.6
Group 5	19,700	0.6
Total	3,388,000	100.0%

FOR explanation of groupings used in this table *see comment for table on page 223.*

Marketing Data

portion of the automobiles sold. In 1926, for example, as shown in the table on this page, the states of New York, Pennsylvania, California, Illinois and Michigan took about one-third of the total cars bought, New York having been the leader with 259,000 purchases and the others following in the order named. Nevada and New Mexico had fewest sales.

Further light is cast on the position of the average dealer by the figures on page 225 regarding the value of car sales per dealer. This chart shows that the average gross volume per non-Ford dealer in-

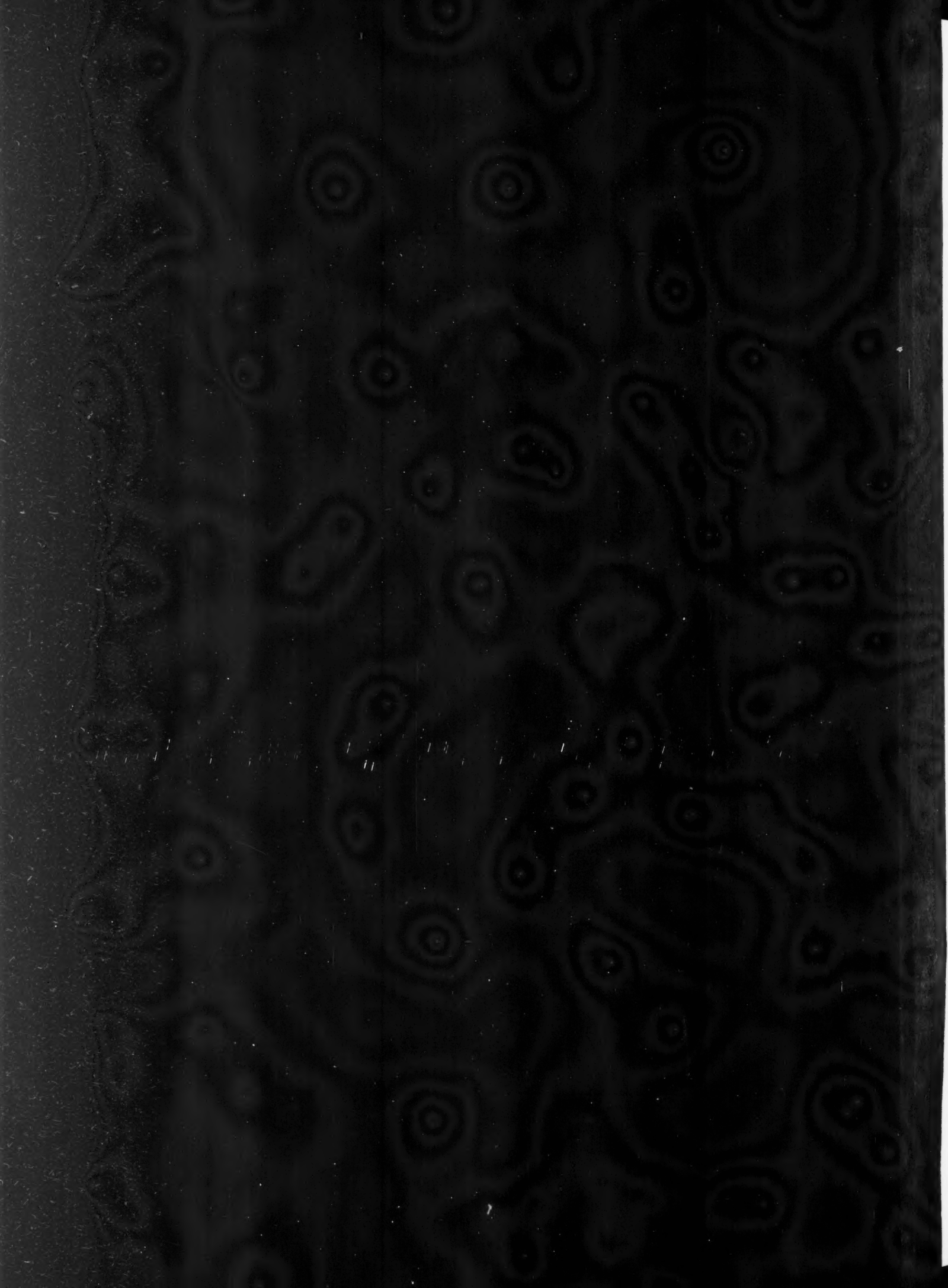
(Continued on page 225)

Proportion of Cars and Trucks in Each State

	Trucks	Cars
Alabama	12.4%	87.6%
Arizona	13.6	86.4
Arkansas	14.3	85.7
California	13.5	86.5
Colorado	8.1	91.9
Connecticut	15.7	84.3
Delaware	18.4	81.6
Dist. of Col.	10.9	89.1
Florida	16.9	83.1
Georgia	13.0	87.0
Idaho	9.5	90.5
Illinois	12.8	87.2
Indiana	14.0	86.0
Iowa	7.2	92.8
Kansas	10.1	89.9
Kentucky	10.4	89.6
Louisiana	14.8	85.2
Maine	17.7	82.3
Maryland	5.0	95.0
Massachusetts	13.3	86.7
Michigan	13.3	86.7
Minnesota	11.5	88.5
Mississippi	10.2	89.8
Missouri	10.0	90.0
Montana	14.5	85.5
Nebraska	7.7	92.3
Nevada	19.6	80.4
New Hampshire	11.9	88.1
New Jersey	20.0	80.0
New Mexico	4.1	95.9
New York	19.5	80.5
N. Carolina	8.7	91.3
N. Dakota	7.8	92.2
Ohio	12.2	87.8
Oklahoma	9.8	90.2
Oregon	7.8	92.2
Pennsylvania	13.9	86.1
Rhode Island	17.7	82.3
S. Carolina	9.2	90.8
S. Dakota	8.6	91.4
Tennessee	9.1	90.9
Texas	10.4	89.6
Utah	15.3	84.7
Vermont	7.6	92.4
Virginia	15.2	84.8
Washington	15.3	84.7
West Virginia	11.9	88.1
Wisconsin	12.2	87.8
Wyoming	11.1	88.9
United States	12.9%	87.1%

1926 Passenger Car Sales by States
(Approximate)

	No.	% of Total
Alabama	26,800	0.79
Arizona	10,200	0.30
Arkansas	40,700	1.20
California	210,500	6.21
Colorado	32,600	0.96
Connecticut	42,000	1.24
Delaware	8,500	0.25
Dist. of Col.	21,800	0.68
Florida	78,900	2.33
Georgia	53,300	1.57
Idaho	17,400	0.51
Illinois	199,600	5.90
Indiana	103,900	3.07
Iowa	96,700	2.85
Kansas	59,700	1.76
Kentucky	42,700	1.26
Louisiana	37,800	1.12
Maine	20,700	0.61
Maryland	40,400	1.19
Massachusetts	108,200	3.19
Michigan	200,300	5.90
Minnesota	84,900	2.50
Mississippi	54,500	1.61
Missouri	110,200	3.25
Montana	15,900	0.47
Nebraska	59,100	1.74
Nevada	6,700	0.20
New Hampshire	12,900	0.38
New Jersey	110,100	3.25
New Mexico	6,700	0.20
New York	259,000	7.64
N. Carolina	67,300	1.99
N. Dakota	27,000	0.80
Ohio	180,700	5.33
Oklahoma	88,600	2.62
Oregon	35,300	1.04
Pennsylvania	250,600	7.40
Rhode Island	13,700	0.40
S. Carolina	26,400	0.78
S. Dakota	20,200	0.60
Tennessee	75,100	2.22
Texas	166,100	4.90
Utah	13,100	0.39
Vermont	9,900	0.29
Virginia	53,300	1.57
Washington	40,600	1.20
West Virginia	34,500	1.02
Wisconsin	105,000	3.09
Wyoming	7,900	0.23
Total	3,388,000	100.0%



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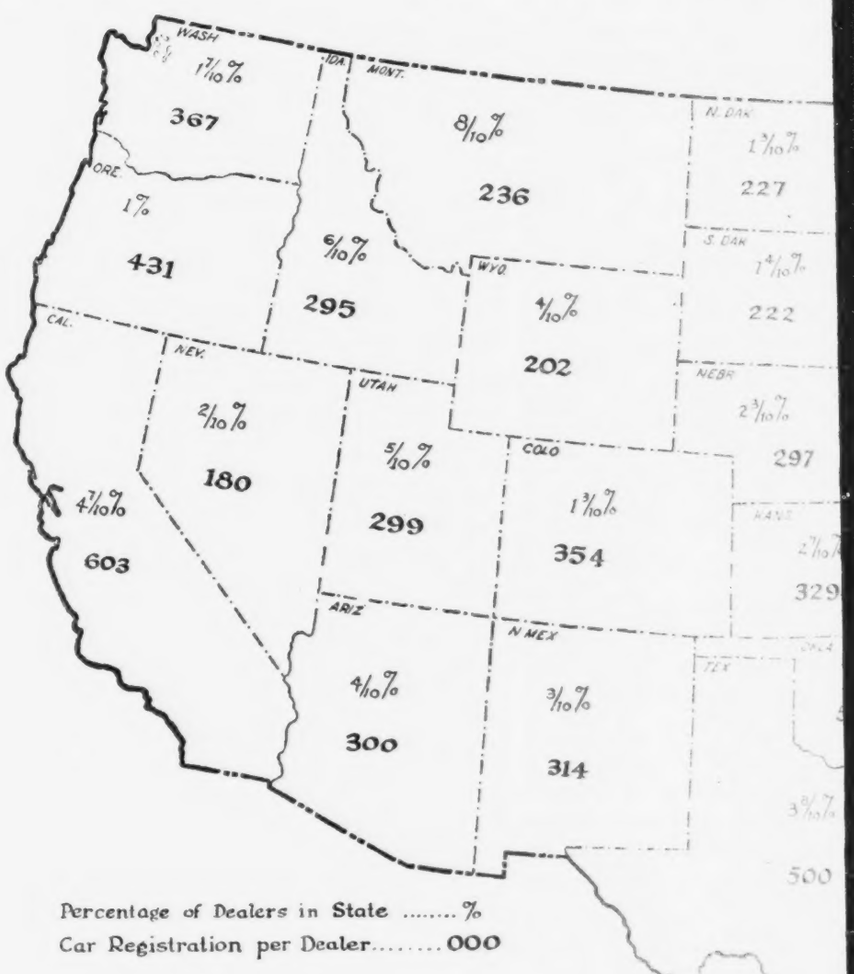
Distribution of Dealers

	No. of Passenger Car Dealers	No. of Truck Dealers
Alabama	439	220
Arizona	306	115
Arkansas	683	257
California	2,918	997
Colorado	858	330
Connecticut	820	204
Delaware	121	44
Dist. of Col.	84	37
Florida	904	286
Georgia	681	335
Idaho	448	156
Illinois	4,389	1,401
Indiana	2,226	663
Iowa	3,171	1,108
Kansas	1,805	689
Kentucky	1,005	372
Louisiana	494	232
Maine	655	266
Maryland	749	231
Massachusetts	1,585	493
Michigan	3,107	988
Minnesota	2,721	965
Mississippi	539	258
Missouri	1,906	650
Montana	569	219
Nebraska	1,501	627
Nevada	183	48
New Hampshire	392	108
New Jersey	1,885	530
New Mexico	215	101
New York	5,884	1,717
N. Carolina	1,145	401
N. Dakota	1,009	421
Ohio	4,561	1,324
Oklahoma	1,112	485
Oregon	683	237
Pennsylvania	5,754	1,749
Rhode Island	262	58
S. Carolina	406	190
S. Dakota	1,061	412
Tennessee	634	311
Texas	2,405	1,021
Utah	309	137
Vermont	377	138
Virginia	1,048	431
Washington	1,158	394
West Virginia	970	364
Wisconsin	3,121	1,033
Wyoming	323	109
Total	69,581	23,862



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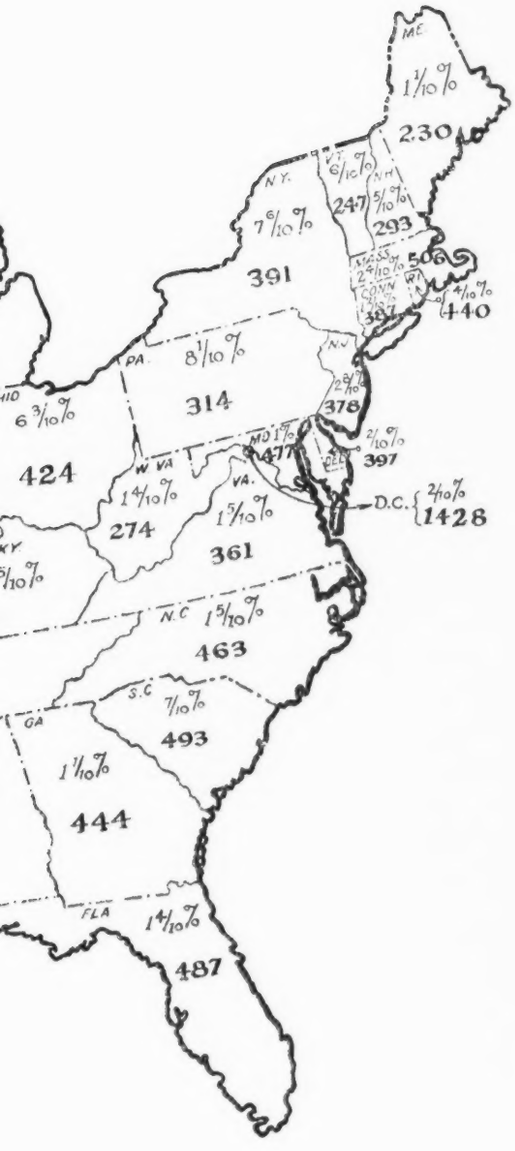
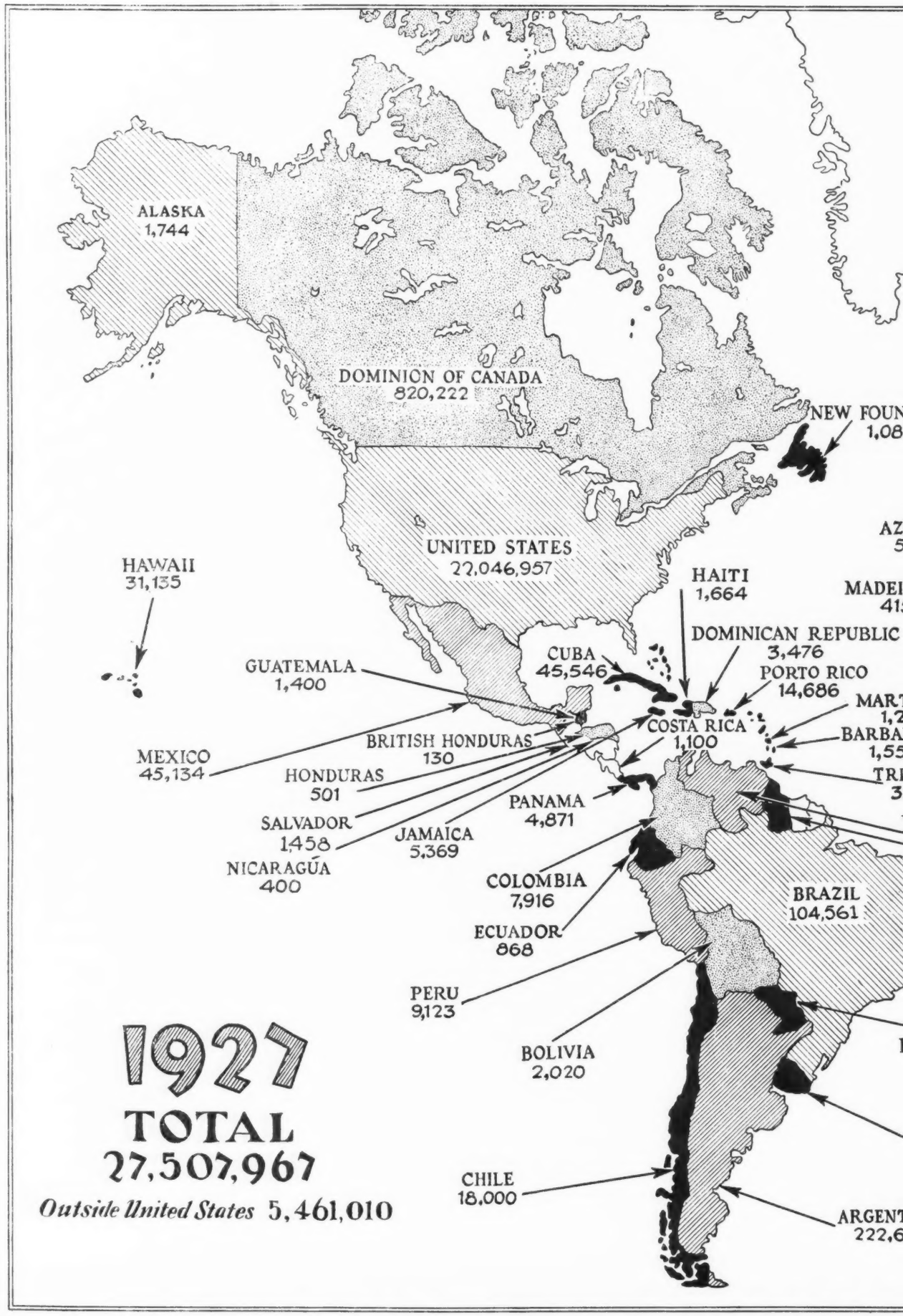
Marketing



Distribution of Cars

	Ford Registrations	Non-Ford Registrations
Alabama	134,300	63,300
Arizona	26,700	36,800
Arkansas	113,000	66,500
California	472,100	912,100
Colorado	113,900	118,500
Connecticut	69,700	150,300
Delaware	18,800	17,100
District of Columbia	41,600	74,000
Florida	166,300	180,200
Georgia	154,600	83,800
Idaho	39,100	47,700
Illinois	549,800	645,200
Indiana	352,200	312,000
Iowa	377,300	262,200
Kansas	264,800	176,600
Kentucky	147,200	102,200
Louisiana	142,800	61,200
Maine	52,100	72,100
Maryland	101,700	135,000
Massachusetts	232,800	364,700
Michigan	475,400	494,300
Minnesota	287,600	265,300
Mississippi	138,900	50,100
Missouri	357,800	228,300
Montana	43,500	45,300
Nebraska	209,900	129,000
Nevada	7,100	12,200
New Hampshire	33,500	44,900
New Jersey	171,700	348,800
New Mexico	29,700	22,400
New York	452,800	1,008,100
North Carolina	242,200	110,000
North Dakota	87,400	58,200
Ohio	596,260	728,800
Oklahoma	303,800	156,200
Oregon	92,800	123,000
Pennsylvania	453,300	806,400
Rhode Island	34,500	55,300
South Carolina	114,300	49,100
South Dakota	87,700	66,100
Tennessee	165,300	89,000
Texas	628,300	310,400
Utah	31,160	38,000
Vermont	28,600	39,600
Virginia	168,300	103,200
Washington	130,700	180,400
West Virginia	81,700	112,900
Wisconsin	290,700	290,800
Wyoming	21,600	22,500
Total	9,337,300	9,870,500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AZ
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HAITI
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MADEI
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DOMINICAN REPUBLIC
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CUBA
45,546
GUATEMALA
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PORTO RICO
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MART
1,2
COSTA RICA
1,100
BARBA
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TRI
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MEXICO
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HONDURAS
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PANAMA
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SALVADOR
1,458
JAMAICA
5,369
NICARAGUA
400
COLOMBIA
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BRAZIL
104,561
ECUADOR
868
PERU
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BOLIVIA
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CHILE
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ARGENT
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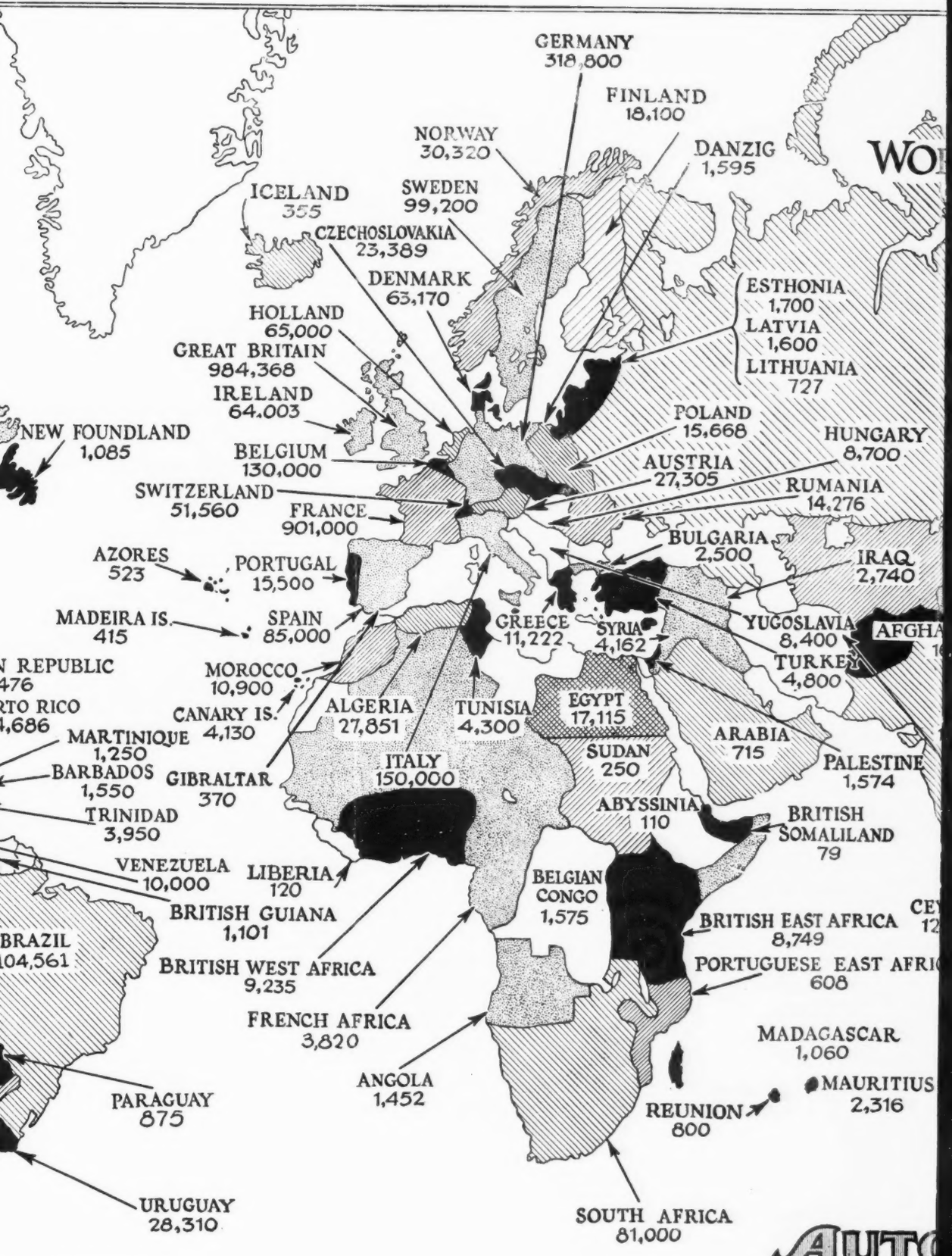
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DANZIG
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DENMARK
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ESTHONIA
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IRELAND
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NEW FOUNDLAND
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POLAND
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BELGIAN
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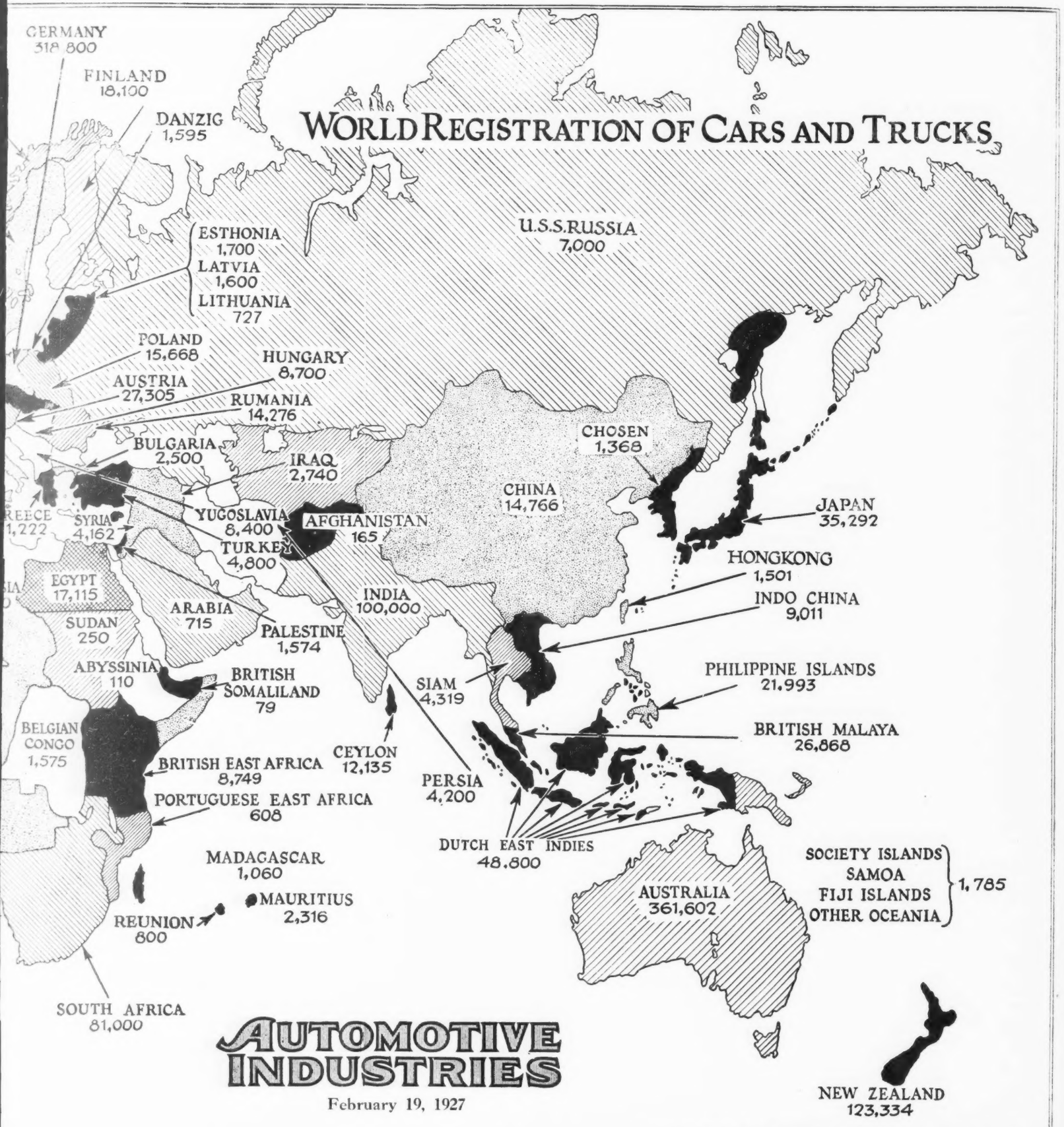

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February 19, 1927

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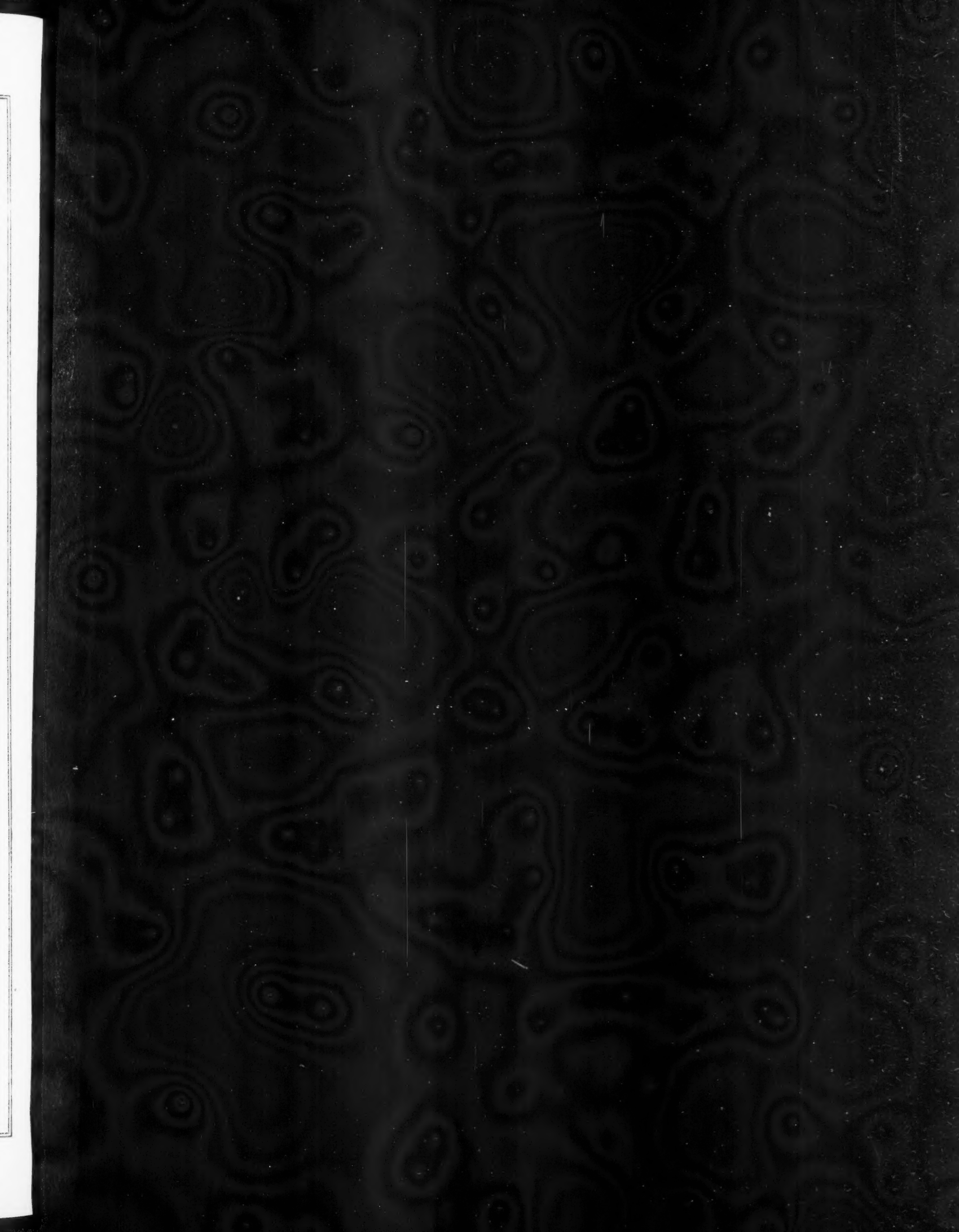


Marketing Data

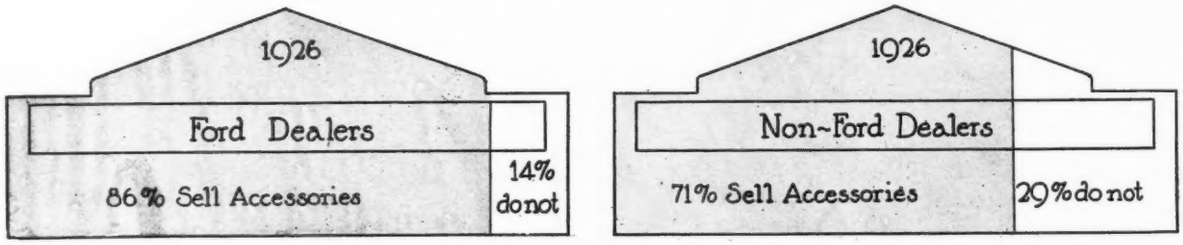
Car Sales Per Dealer, by Price Groups, by States

THE groupings of cars used in the table below and in various other exhibits in this section have been made on a competitive basis. Group 1 contains Ford, Chevrolet, Overland and Star. Group 2 consists of such cars as Dodge, Chrysler Four, Oakland, Oldsmobile and Pontiac. Group 3, the largest in number of makes, includes Auburn, Buick, Chandler, Chrysler Six, Essex, Hudson, Hupmobile, Nash, Reo, Studebaker, Willys-Knight, etc. Group 4 includes Cadillac, Packard, Paige, Stutz, etc. Group 5 includes Lincoln, Marmon, Pierce-Arrow, etc.

	Group I		Group II		Group III		Group IV		Group V		Average	
	1925	1926	1925	1926	1925	1926	1925	1926	1925	1926	1925	1926
Alabama	135	83	34	39	37	23	13	25	26	26	86	61
Arizona	61	58	27	32	26	21	6	6	5	11	36	33
Arkansas	90	74	21	42	23	27	14	12	14	22	59	60
California	103	96	49	77	62	56	23	29	37	41	70	72
Colorado	62	43	25	33	22	24	7	10	12	24	36	38
Connecticut	78	81	36	58	39	39	23	28	20	20	46	51
Delaware	100	103	29	45	36	42	38	36	20	25	62	70
Dist. of Columbia	24	43	194	282	121	205	40	75	45	80	160	273
Florida	136	171	57	71	59	52	29	25	86	25	85	87
Georgia	86	111	29	47	26	43	11	19	23	84	55	78
Idaho	56	62	23	30	18	21	6	7	4	6	34	39
Illinois	69	65	26	71	28	31	20	24	28	43	40	45
Indiana	88	80	27	35	26	26	9	12	16	19	47	47
Iowa	57	53	12	18	15	14	5	6	7	33	30	31
Kansas	59	53	16	23	17	16	5	7	38	26	34	33
Kentucky	65	65	19	31	20	21	11	16	13	29	39	43
Louisiana	112	106	43	61	32	39	19	25	16	19	72	76
Maine	37	43	17	26	18	25	11	16	24	10	25	32
Maryland	86	88	28	44	37	32	24	17	29	25	55	54
Massachusetts	97	109	40	62	54	52	30	40	29	21	62	68
Michigan	112	94	35	62	50	42	25	34	35	31	68	64
Minnesota	60	50	15	22	19	17	7	8	23	16	34	31
Mississippi	190	140	48	55	40	64	15	28	..	..	124	101
Missouri	99	85	25	41	35	30	19	23	22	24	61	58
Montana	40	39	18	28	16	18	4	6	4	6	26	28
Nebraska	53	47	16	23	16	19	10	10	19	20	33	38
Nevada	..	87	..	13	..	15	..	7	..	10	..	37
New Hampshire	46	56	20	25	24	25	13	12	15	13	30	33
New Jersey	68	86	41	59	44	47	22	28	26	30	48	58
New Mexico	45	47	15	22	18	24	5	9	4	5	28	31
New York	63	57	30	45	41	36	26	25	33	24	45	44
North Carolina	134	89	36	33	33	29	16	17	28	10	79	59
North Dakota	57	48	14	16	15	13	38	25	..	7	36	27
Ohio	73	63	27	35	30	24	17	19	27	16	44	40
Oklahoma	139	112	42	57	36	41	12	19	40	27	84	80
Oregon	64	86	28	39	39	35	17	14	112	59	51	52
Pennsylvania	66	66	29	40	33	29	19	20	25	20	42	43
Rhode Island	100	95	62	52	50	40	27	28	48	45	62	52
South Carolina	108	93	38	36	30	27	9	19	40	26	70	65
South Dakota	45	30	17	15	13	9	4	2	5	10	28	19
Tennessee	150	194	41	68	43	61	24	31	52	43	94	118
Texas	147	97	33	50	34	36	23	24	45	36	81	69
Utah	51	49	25	55	34	32	14	12	13	6	39	42
Vermont	37	39	19	23	20	20	6	7	8	5	25	26
Virginia	70	82	22	37	23	24	72	90	17	11	45	51
Washington	46	47	22	32	31	23	10	9	20	16	35	35
West Virginia	67	67	22	29	21	17	9	9	13	13	36	36
Wisconsin	55	58	13	23	18	19	8	8	19	15	29	34
Wyoming	37	41	17	21	14	14	3	5	4	5	21	25
Average all States	80	75	27	40	32	31	17	20	27	25	48	49

Marketing Data

Percentage of Dealers Handling Accessories



FORD dealers continue to lead other car dealers in handling accessories, although since 1925 the percentage of accessory-handling Ford dealers has declined slightly while that of other dealers who include an accessory business with their car sales has increased

Car Registrations—1926 Ford and Non-Ford

	Ford Registrations	Non-Ford Registrations
Alabama	134,300	63,300
Arizona	26,700	36,800
Arkansas	113,000	66,500
California	472,100	912,100
Colorado	113,900	118,500
Connecticut	69,700	150,300
Delaware	18,800	17,400
District of Columbia	41,600	74,000
Florida	166,300	180,200
Georgia	154,600	83,800
Idaho	39,100	47,700
Illinois	549,,800	645,200
Indiana	352,200	312,000
Iowa	377,300	262,200
Kansas	264,800	176,600
Kentucky	147,200	102,200
Louisiana	142,800	61,200
Maine	52,100	72,100
Maryland	101,700	135,000
Massachusetts	232,800	364,700
Michigan	475,400	494,300
Minnesota	287,600	265,300
Mississippi	138,900	50,100
Missouri	357,800	228,300
Montana	43,500	45,300
Nebraska	209,900	129,000
Nevada	7,100	12,200
New Hampshire	33,500	44,900
New Jersey	171,700	348,800
New Mexico	29,700	22,400
New York	452,800	1,008,100
North Carolina	242,200	110,000
North Dakota	87,400	58,200
Ohio	596,200	728,800
Oklahoma	303,800	156,200
Oregon	92,800	123,000
Pennsylvania	453,300	806,400
Rhode Island	34,500	55,300
South Carolina	114,300	49,100
South Dakota	87,700	66,100
Tennessee	165,300	89,000
Texas	628,300	310,400
Utah	31,100	38,000
Vermont	28,600	39,600
Virginia	168,300	103,200
Washington	130,700	180,400
West Virginia	81,700	112,900
Wisconsin	290,700	290,800
Wyoming	21,600	22,500
Total	9,337,300	9,870,500

Truck Registrations—1926 Ford and Non-Ford

	Ford Registrations	Non-Ford Registrations
Alabama	19,600	8,400
Arizona	6,200	3,900
Arkansas	25,400	4,500
California	110,300	106,000
Colorado	12,700	7,700
Connecticut	19,300	21,700
Delaware	5,400	2,800
District of Columbia	7,400	6,800
Florida	51,400	19,000
Georgia	25,000	10,700
Idaho	4,900	4,200
Illinois	107,100	68,400
Indiana	76,700	31,300
Iowa	29,700	19,900
Kansas	32,900	17,000
Kentucky	19,100	9,800
Louisiana	21,300	14,200
Maine	17,700	9,100
Maryland	6,300	6,100
Massachusetts	47,900	44,200
Michigan	91,000	58,100
Minnesota	46,500	25,000
Mississippi	17,600	3,900
Missouri	41,100	24,100
Montana	9,400	5,700
Nebraska	20,100	8,800
Nevada	2,000	2,700
New Hampshire	6,000	4,600
New Jersey	74,300	56,100
New Mexico	1,500	700
New York	180,800	173,700
North Carolina	22,100	11,400
North Dakota	7,500	4,800
Ohio	120,300	64,700
Oklahoma	34,500	15,500
Oregon	7,700	10,600
Pennsylvania	134,300	69,200
Rhode Island	10,800	8,500
South Carolina	12,500	5,100
South Dakota	8,100	6,300
Tennessee	15,700	9,600
Texas	85,700	22,800
Utah	7,600	4,900
Vermont	2,500	3,100
Virginia	33,200	15,700
Washington	34,000	22,000
West Virginia	15,800	10,600
Wisconsin	51,800	29,100
Wyoming	2,900	2,600
Total	1,743,500	1,095,600

Marketing Data

(Continued from page 222)

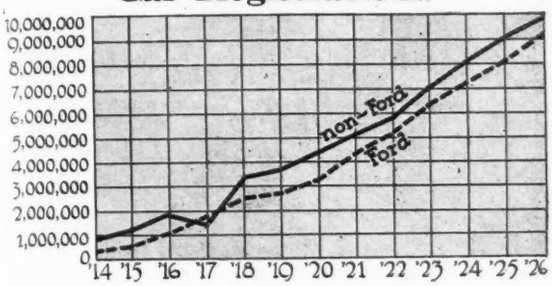
creased from $53,503 in 1925 to $59,600 in 1926, a gain of $6,097. During the same period, the average gross car sales of Ford dealers dropped from $80,937 to $72,750. Last year, in other words, the average non-Ford dealer did a larger gross volume in car sales than in any previous year, while the average Ford dealer did less than in any year since 1922.

Ford still has a larger proportion of his representation in small towns than have other makers as a group. Nearly 40 per cent of Ford's retailers are in towns of less than 1,000 population, while 66 per cent of them are in towns of less than 2,000 population.

Every year a larger and larger proportion of car dealers is selling accessories and using this source of profit to raise their net profit curve. At the end of 1926, it appears, over 70 per cent of all non-Ford dealers were handling accessories in addition to car lines, while 86 per cent of Ford retailers were selling accessories.

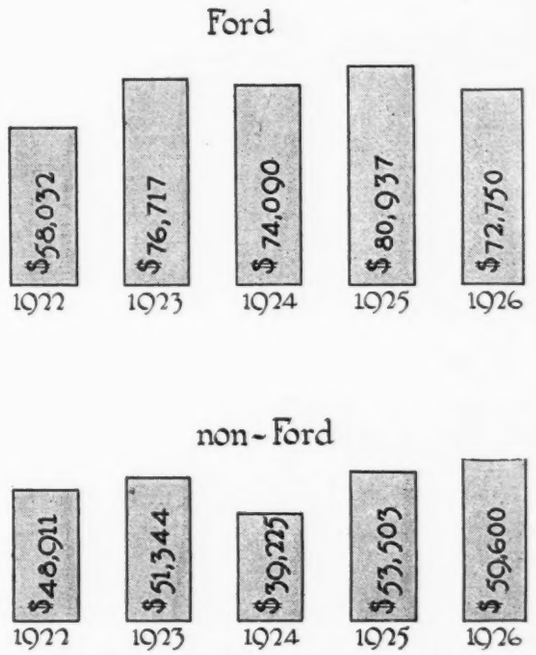
A surprising synchronization exists between the location of car and truck registrations by town sizes. The percentage of car registrations in towns of less than 1,000 population is 28 as against 21 per cent of the total truck registration, a difference not so great as usually estimated. Only 22 per cent of total truck registrations are concentrated in the very large cities, as opposed to 24 per cent of the passenger car registrations.

Ford and Non-Ford Car Registrations



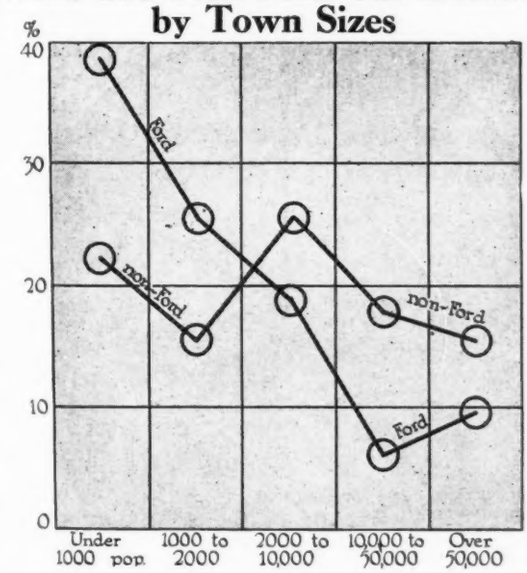
THE relation between the number of Ford cars and non-Ford cars in use in this country has remained fairly constant since 1918, with a tendency, evident since 1923, for the proportion of Ford cars to decrease slightly

Value of Car Sales Per Dealer



ALTHOUGH the value of car sales per dealer is still considerably more for Ford dealers than for dealers in other lines, it is of interest to note that while the former is declining the latter is slowly increasing

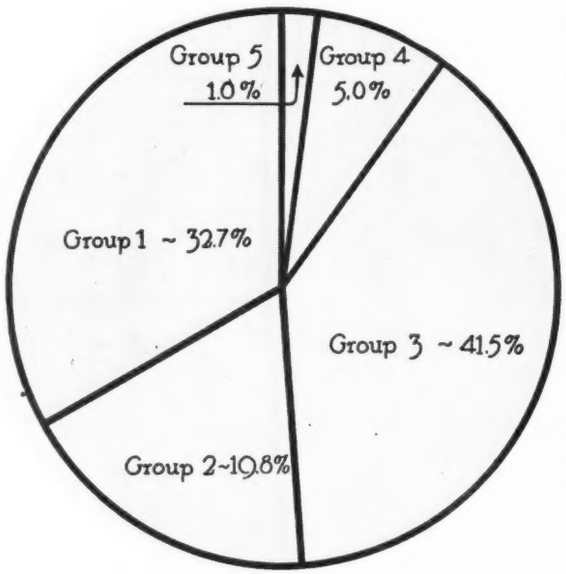
Ford and Non-Ford Car Dealers by Town Sizes



AS might be expected the largest proportion of Ford dealers is in rural districts and towns of less than 1000 population and their proportionate distribution decreases generally as size of towns increases. Other car dealers are distributed more or less uniformly throughout all town sizes

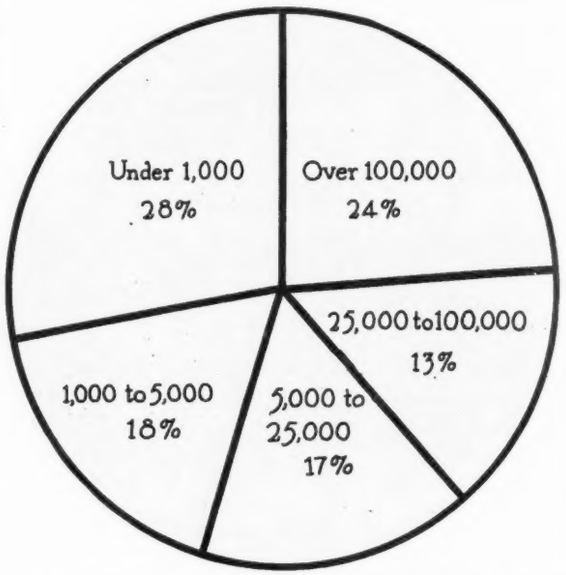
Marketing Data

Car Agencies by Price Groups



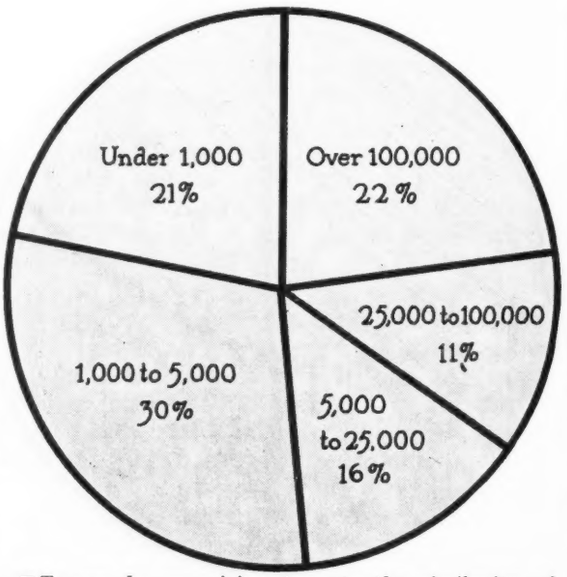
ALTHOUGH Group 3 includes nearly five times as many makes of cars as Group 1, the car agencies represented in Group 3 are only slightly more numerous than those of Group 1. For explanation of groupings see note at head of table on page 223

Car Registration by Town Sizes



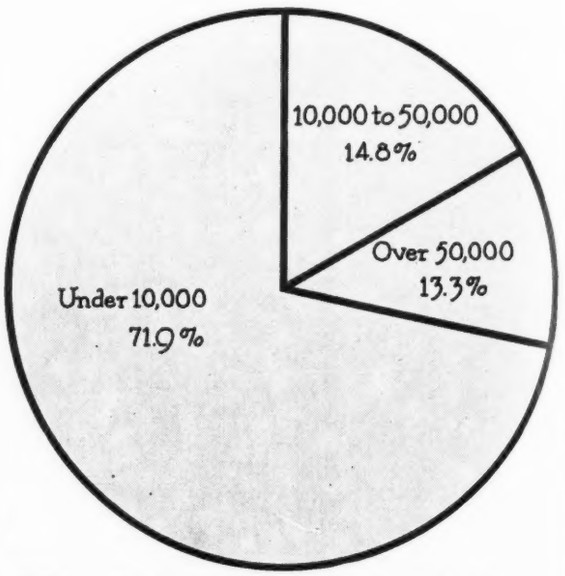
AN interesting point brought out in this chart is the similarity of proportionate registrations in rural districts—towns of under 1000 population—and in metropolitan centers—towns of over 100,000 population

Truck Registration–Town Sizes



IT may be surprising to note the similarity of truck and car registrations according to population groupings. With the exception of towns of 1000 to 5000 population, where trucks appear to be more numerous, proportionately, than cars, the two ratios are very much alike

Truck Dealers by Town Sizes



IT is unfortunate that because of scanty information the same distribution of truck dealers by population groupings as was used on page 9 for car dealers could not be used here. From the data shown it appears that truck dealers are distributed in much the same way as car dealers

Production

Passenger Car Production

(United States and Canada)

Year	Number	Value-Wholesale
1912	356,000	$335,000,000
1913	461,500	399,902,000
1914	543,679	413,859,379
1915	818,618	565,978,950
1916	1,525,578	921,378,000
1917	1,740,792	1,053,505,781
1918	926,388	801,937,925
1919	1,657,652	1,461,785,925
1920	1,883,158	1,809,170,963
1921	1,514,000	1,093,918,000
1922	2,397,827	1,567,003,041
1923	3,719,164	2,276,399,270
1924	3,262,764	2,011,038,288
1925	3,835,804	2,523,642,558
1926	3,929,535*	2,622,450,000

* 3,765,048 produced in United States and 164,487 produced in Canada.

Motor Truck Production

(United States and Canada)

Year	Number	Value-Wholesale
1912	22,000	$43,000,000
1913	23,500	44,000,000
1914	25,375	45,098,464
1915	74,000	125,800,000
1916	92,130	166,650,273
1917	128,157	220,982,668
1918	227,250	434,168,992
1919	316,364	423,326,621
1920	322,039	423,756,715
1921	147,550	166,082,000
1922	251,434	222,635,324
1923	378,288	311,144,434
1924	378,106	317,027,716
1925	500,470	454,262,275
1926	535,006*	434,500,000

* 494,377 produced in United States and 40,629 produced in Canada.

Another Record-Breaking Year

New high mark set by 1926 production. Closed cars outnumber open by 1,886,000. Ford's output down to 36% of total.

By K. W. Stillman

ANOTHER record-breaking year of automotive production was brought to a close when 1926 passed with more passenger cars and trucks produced than ever before. Closed car production was 1,886,000 more than that of open cars and made up 74 per cent of the total. The ratio of Ford production to total output continued to decline, being only 36 per cent of the 1926 total.

Truck production showed considerably greater percentage gains than cars and the average price of trucks dropped about $125, while that of cars increased very slightly from $870 to $886. The 1926 production of various automotive products was:

Passenger cars, United States, 3,765,048; Canada, 164,487; total, 3,929,535.

Trucks (including buses), United States, 494,377; Canada, 40,629; total, 535,006.

Buses (approximate), 15,000.

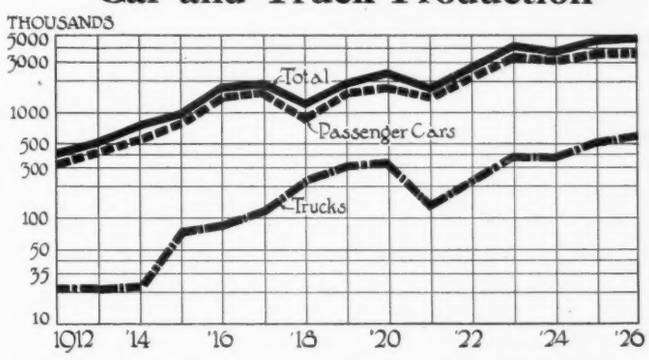
Motorcycles, 43,000.

Tires, 63,000,000.

Airplanes (approximate), 850.

During five months of the year car and truck production was greater than during either 1925 or 1924,

Car and Truck Production



SINCE 1923, truck production has increased at a considerably greater rate than passenger car production, which during the last four years has remained between 3,000,000 and 4,000,000

Production

Number and Per Cent of Truck Production by Capacities

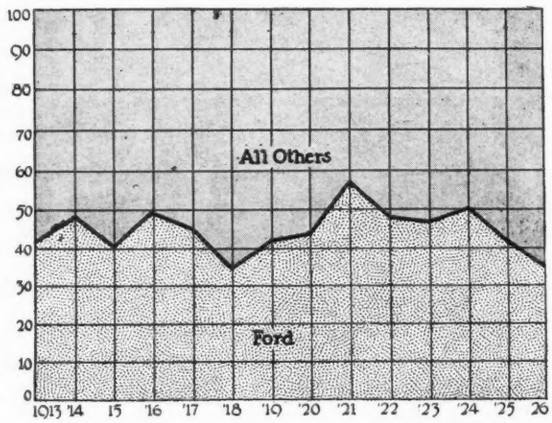
(United States and Canada)
(Based on N.A.C.C. Figures)

	1923 Number	Per Cent of Total	1924 Number	Per Cent of Total	1925 Number	Per Cent of Total	1926 Number	Per Cent of Total
¾ ton or less	42,576	11.3	53,648	14.2	58,903	11.8	21,276	4.0
1 to 1½ ton	265,194	70.1	272,773	72.1	373,546	74.5	414,409	77.4
1½ to 2 ton	29,127	7.7	18,667	4.9	27,990	5.6	45,539	8.5
2 to 2½ ton	14,448	3.8	10,608	2.8	10,928	2.2	19,856	3.7
2½ to 3½ ton	12,059	3.2	9,904	2.6	9,964	2.0	14,490	2.7
3½ to 5 ton	6,512	1.7	2,126	0.6	1,989	0.4	2,470	0.5
5 to 5½ ton	4,441	1.2	7,018	1.9	7,926	1.6	7,354	1.4
Over 5½ ton	3,931	1.0	3,362	0.9	888	0.2	1,192	0.2
Miscellaneous					8,336	1.7	8,420	1.6
	378,288	100.0	378,106	100.0	500,470	100.0	535,006	100.0

and in only four months was it less than 1925 production. The year started out with production considerably higher than at the beginning of 1925. As the months passed 1926 output gradually approached that of similar months in the preceding year until in June there was only a slight difference between them. In July, 1926, output dropped quite a bit below the 1925 level, but during August and September it was much higher, due in large measure to the unprecedented decrease of production during these months in 1925. The last three months' production was well below the 1925 level and in December output even dropped below the 1924 level which had been the lowest point reached in four years. The cumulative result was a total production for 1926 about three per cent higher than 1925 and 23 per cent higher than 1924.

Truck production during 1926 was nearly 35,000 units or about seven per cent higher than in 1925.

Ratio of Ford Output to Total

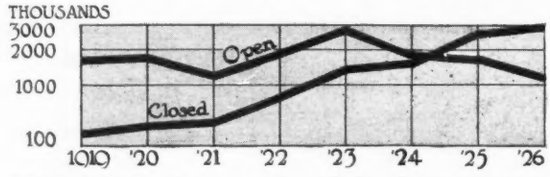


ALTHOUGH the ratio of Ford output to total production has shown considerable variation in the past, the trend during the last five years has been distinctly downward, the ratio for 1926 being the lowest since 1913

An interesting point in the record for 1926 was the very decided decrease in the proportionate number of very small trucks produced. The ratio of trucks of ¾ ton's or less capacity to total production declined from nearly 12 per cent in 1925 to four per cent in 1926. This loss in the very small sizes appears to have been fairly evenly distributed among the larger capacity trucks up to those of five-ton capacity which also showed a slight loss in percentage of production.

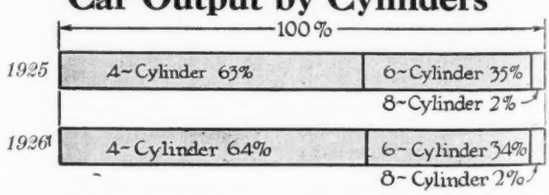
Only once since 1913 has the ratio of Ford production to total output been so low as it was during the past year and that was in 1918 when much of the Ford productive facilities were devoted to war work. Since the high point of 1921 the Ford ratio has been steadily declining except for a slight recovery in 1924 and during the last two years the actual loss has been greater than during any other similar period with the possible exception of 1916-1918.

Open and Closed Car Output



SINCE 1923 the proportion of closed car output to total production has increased very rapidly, at the rate of over 13 per cent per year. The 1926 ratio was 74 per cent closed models

Car Output by Cylinders



PRACTICALLY no change in the ratio of output by number of cylinders was made from 1925 to 1926. Apparently, four-cylinder cars gained one per cent at the expense of six-cylinder models

Production

Open and Closed Car Production

Year	Open	Closed	% Closed
1919	1,497,000	161,000	10.3
1920	1,563,000	320,000	17.0
1921	1,179,000	335,000	22.1
1922	1,679,000	719,000	30.0
1923	2,455,000	1,264,000	34.0
1924	1,860,000	1,403,000	43.0
1925	1,669,000	2,167,000	56.5
1926	1,022,000	2,908,000	74.0

Production of Closed Cars

(Percentage of Closed Cars to Total Production in Price Class)

Year	Under $1000	$1000-$2000	$2000-$3000	Over $3000
1919	9.0%	8.0%	24.0%	30.5%
1920	19.1	12.0	22.0	22.3
1921	21.5	18.4	36.8	44.3
1922	24.1	39.3	79.8	78.0
1923	32.5	35.8	83.0	90.6
1924	32.1	71.2	77.5	90.5
1925	54.2	80.3	87.0	89.6
1926	72.5	90.1	89.9	79.9

Closed car production continues to increase both in actual units produced and in percentage of total output. Over 2,900,000 closed cars were produced during 1926 compared with slightly over 1,000,000 open models. A major share of the credit for the gain in closed car production must go to the cars in the lower price classes which showed very great proportionate gains over previous years. In cars retailing for less than $1000 closed cars made up 72.5 per cent of the total output compared with 54.2 per cent in 1925. In the next price class—from $1000 to $2000—the closed car percentage increased from 80.3 to 90.1.

Little change was registered in car output by number of cylinders. Four-cylinder models made up 64 per cent of the total, six-cylinder cars 34 per cent and eights two per cent.

Total tire production continues to gain although not at the same rate as it has in the past. With the ever increasing output of motor vehicles the fact that tire output does not appear to increase as rapidly suggests that the tire makers have been able definitely to increase the mileage built into their products.

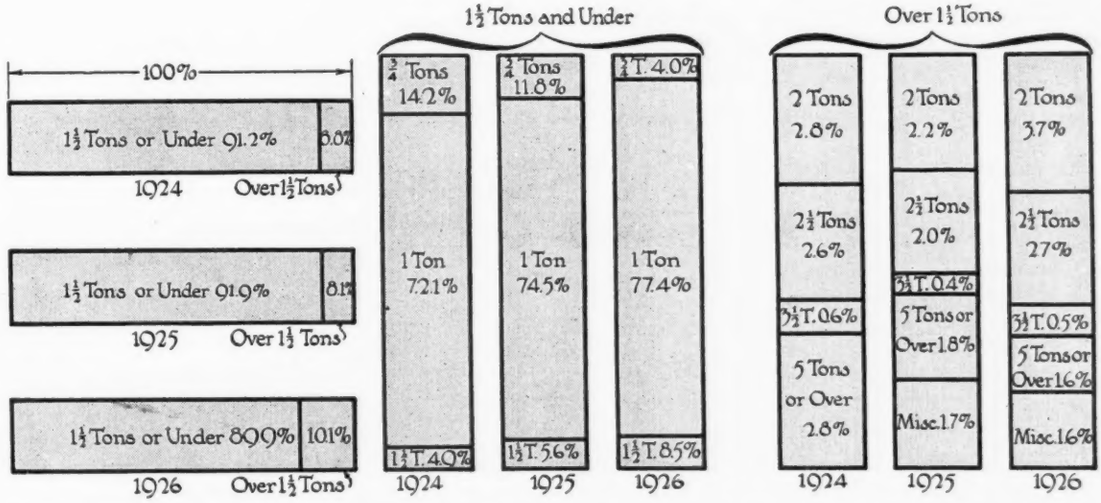
Passenger car output by price classes continues in much the same relationships as have been present in past years. The ratio of output of cars in the lowest price class gained some four per cent over 1925 at the expense of cars selling from $1000 to $2000. The total percentage produced in the two higher price classes remained the same but their relative positions were reversed during 1926.

Fabric tires made up only six per cent of the total tire production of 1926 while high pressure cords contributed 47 per cent. The ratio of balloons to total output increased 23 per cent over 1925 and made heavy inroads on the percentage output of other types.

A few years ago it seemed to be a general opinion that roadsters were almost doomed; that the growing popularity of closed models and "family" cars would just about eliminate the two-seaters from many production programs. It is rather interesting to note that during 1926 nearly nine per cent of the total passenger car production and nearly 35 per cent of open car output was made up of this type of car.

Foreign production continues to increase year by

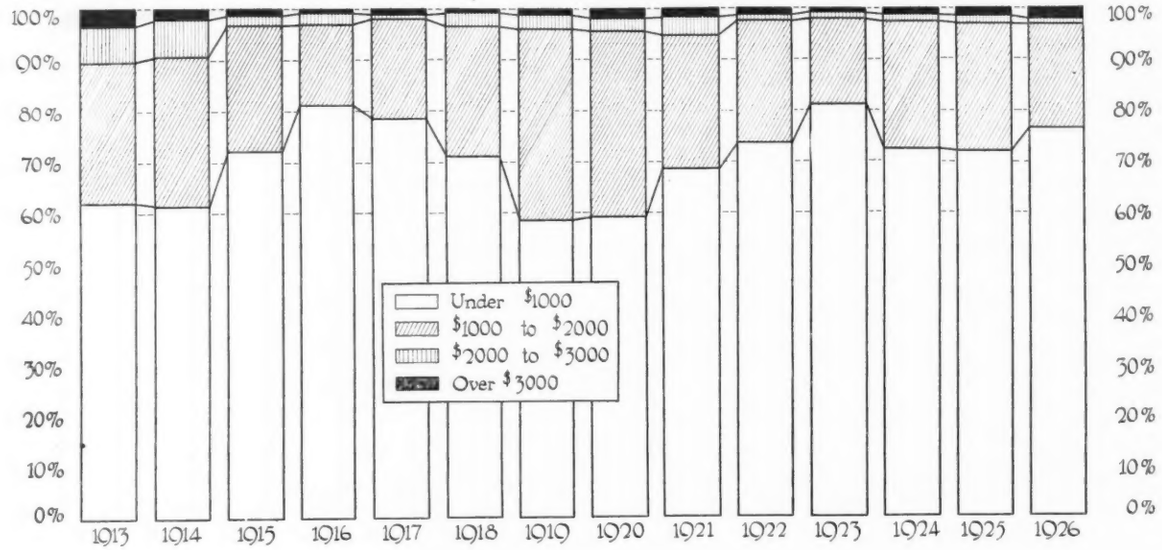
Truck Output by Capacities



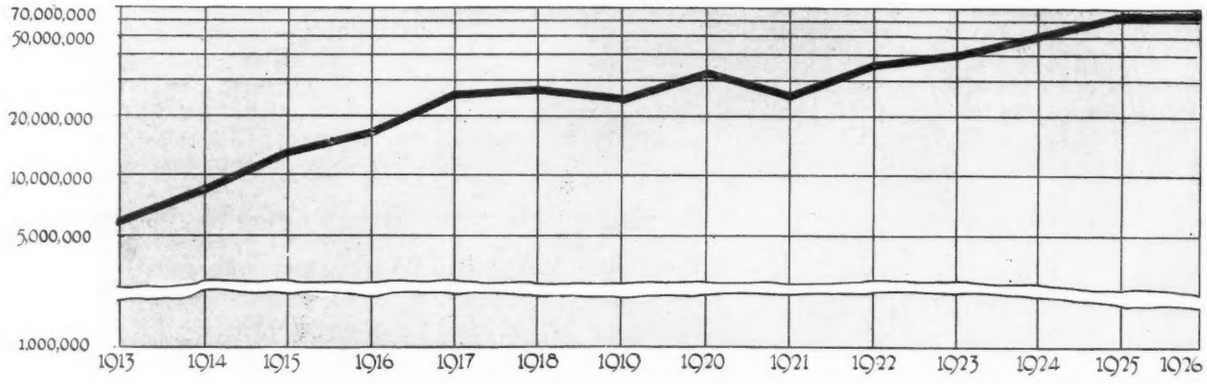
POSSIBLY the most interesting point brought out by the above chart is the decrease in output of trucks of ¾-ton or less capacity. This tendency has been observable during other years but was very much in evidence during 1926. The loss in the very small capacity trucks was distributed fairly uniformly among all other capacities

Production

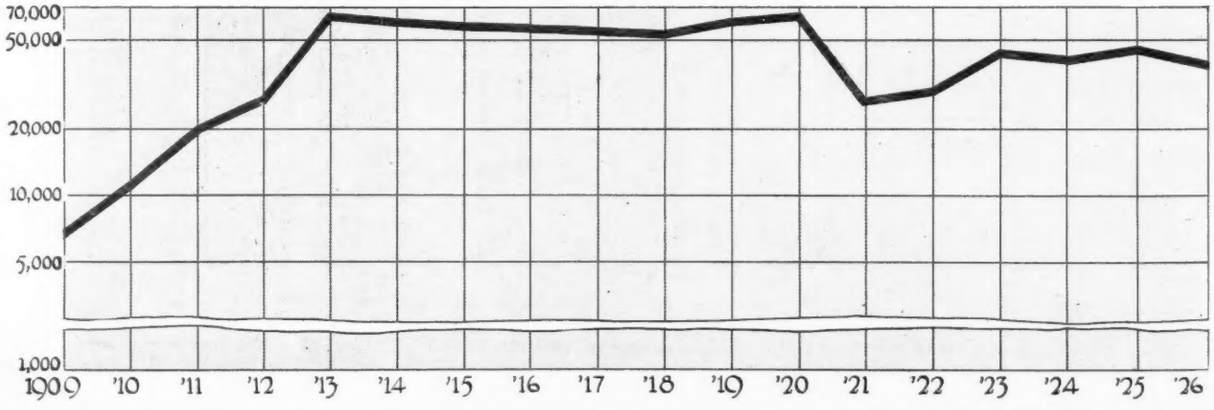
Car Output by Price Classes—Per Cent



Total Tire Production

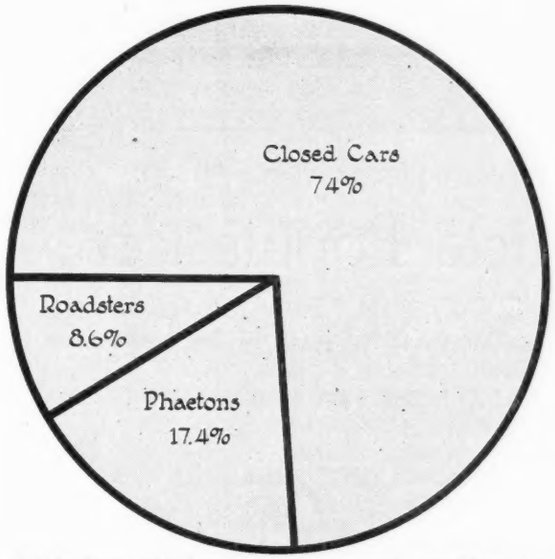


Total Motorcycle Production



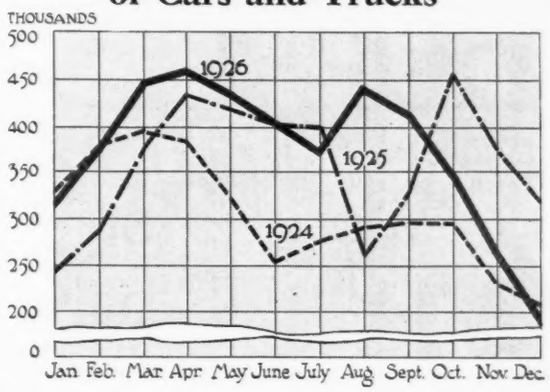
Production

Car Output by Models



TO those who have not given much consideration to the question, the relative large number of roadsters built during 1926 may appear a bit surprising. Phaetons are twice as numerous but the roadster output of nearly 400,000 is of real importance to the industry

Monthly Production of Cars and Trucks



Foreign Motor Vehicle Production

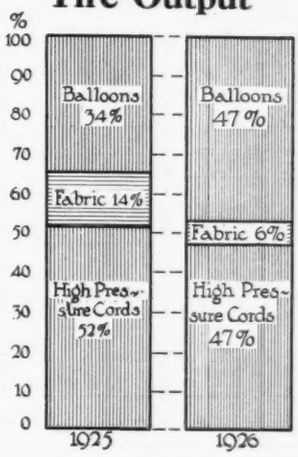
	1922	1923	1924	1925	1926
Great Britain	73,000	88,000	132,000	153,000	170,000*
France	75,000	125,000	145,000	177,000	190,000*
Italy	18,000	20,000	35,000	40,000	70,000
Germany	46,000	35,000	18,000	30,000	25,000
Belgium	2,600	2,500	2,500	5,000	8,000

* These figures do not include Ford assemblies although they are nearly 100 per cent foreign produced. Ford assemblies in Great Britain last year were about 45,000 and in France about 20,000.

year and has now reached a point where it is of real importance in the world automotive markets. Unfortunately, in none of the countries where motor vehicles are built, with the exception of the United States and Canada, is it possible to obtain accurate and early figures of production. The data presented here, however, have been obtained from sources quite familiar with foreign operations and may be taken as rather close to actual conditions.

Great Britain had an unusually successful year during 1926, while the French automotive industry also had another record-breaking year. Italy increased her automotive production about 75 per cent over 1925 and as a very large share of her production is destined for export, she is rapidly becoming a factor of considerable importance. Belgium shows a slight increase in production, but is still too small to be much of a factor in world markets.

Tire Output

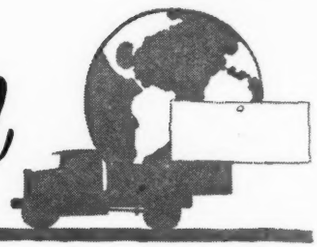


PROPORTIONATE production of both high pressure cord and fabric tires was heavily hit during 1926 by the greatly increased output of balloons

Number and Percentage of Passenger Car Production by Price Classes

	Under $1000		$1000-$2000		$2000-$3000		Over $3000	
Year	No.	%	No.	%	No.	%	No.	%
1912	156,000	43.8	169,800	47.7	10,300	2.9	19,900	5.6
1913	289,400	62.7	131,500	28.5	23,100	5.0	17,500	3.8
1914	339,800	62.5	160,400	29.5	29,900	5.5	13,600	2.5
1915	591,900	72.3	199,700	24.4	18,000	2.2	9,000	1.1
1916	1,240,300	81.3	236,500	15.5	36,600	2.4	12,200	0.8
1917	1,389,200	79.8	304,600	17.5	26,100	1.5	20,900	1.2
1918	663,300	71.6	224,200	24.2	31,500	3.4	7,400	0.8
1919	976,400	58.9	578,500	34.9	69,600	4.2	33,200	2.0
1920	1,118,600	59.4	619,600	32.9	81,000	4.3	64,000	3.4
1921	1,044,700	69.0	352,800	23.3	81,700	5.4	34,800	2.3
1922	1,774,400	74.0	522,700	21.8	59,900	2.5	40,800	1.7
1923	3,034,900	81.6	609,900	16.4	44,600	1.2	29,800	0.8
1924	2,391,900	73.3	786,100	24.1	42,400	1.3	42,400	1.3
1925	2,808,500	73.2	896,000	23.4	71,000	1.8	60,300	1.6
1926	3,025,700	77.0	770,200	19.6	62,900	1.6	70,700	1.8

Registration



World Motor Vehicle Population Reaches 27,507,967

REGISTRATIONS OF CARS, TRUCKS AND BUSES BY COUNTRIES

United States	22,046,957	British East Africa	8,749	Arabia	715
Great Britain	984,368	Hungary	8,700	Fiji Islands	694
France	901,000	Yugoslavia	8,400	Guadeloupe	680
Canada	820,222	Colombia	7,916	Dutch West Indies	675
Australia	361,602	U. S. S. Russia	7,000	Portuguese East Africa	608
Germany	318,800	Jamaica	5,369	Nyosaland	560
Argentina	222,610	Panama	4,871	Azores	523
Italy	150,000	Turkey	4,800	Honduras	501
Belgium	130,000	Siam	4,319	Albania	433
New Zealand	123,334	Tunisia	4,300	Madeira Islands	415
Brazil	104,561	Persia	4,200	Nicaragua	400
India	100,000	Syria	4,162	Spanish Morocco	400
Sweden	99,200	Canary Islands	4,130	Society Islands	397
Spain	85,000	Trinidad	3,950	Gibraltar	370
Union South Africa	81,000	French West Africa	3,820	Iceland	355
Holland	65,000	Dominican Republic	3,476	Grenada	305
Denmark	63,170	Rhodesia	3,102	Tangier	271
Switzerland	51,560	Iraq	2,740	Sudan	250
Netherland East Indies.	48,800	Bulgaria	2,500	Western Samoa	236
Cuba	45,546	Mauritius	2,316	Dutch Guiana	225
Mexico	45,134	Bolivia	2,020	Afghanistan	165
Irish Free State	44,003	Alaska	1,744	Bahrein	152
Japan	35,292	Esthonia	1,700	Papua	135
Hawaii	31,135	Haiti	1,664	British Honduras	130
Norway	30,320	Latvia	1,600	Tonga	125
Uruguay	28,310	Danzig Free State	1,595	Liberia	120
Algeria	27,851	Belgian Congo	1,575	Abyssinia	110
Austria	27,305	Palestine	1,574	Eritrea	101
British Malaya	26,868	Barbados	1,550	Other British Oceania	90
Czechoslovakia	23,389	Hongkong	1,501	Italian Somaliland	88
Philippine Islands	21,993	Salvador	1,458	St. Lucia	85
Northern Ireland	20,000	Guatemala	1,400	British Somaliland	79
Finland	18,100	Angola	1,452	Cook Islands	75
Chile	18,000	Chosen	1,368	British North Borneo	70
Egypt	17,115	Martinique	1,250	French Somaliland	61
Poland	15,668	British Guiana	1,101	Koweit	45
Portugal	15,500	Costa Rica	1,100	Dominica	35
China	14,766	Newfoundland	1,085	American Samoa	29
Porto Rico	14,686	Madagascar	1,060	St. Pierre & Miquelon	22
Rumania	14,276	Malta	920	Faroe Islands	12
Ceylon	12,135	Bahamas	878	Seychelles Islands	8
Greece	11,222	Ecuador	868	Solomon Islands	2
Morocco	10,900	Paraguay	875	Gilbert and Ellice Islands	2
Venezuela	10,000	Reunion	800	Nejd	2
British West Africa	9,235	Cyprus	799	Tibet	None
Peru	9,123	Other British West Indies	770		
French Indo China	9,011	Lithuania	727	Total	27,507,967

(Compiled with the collaboration of *The American Automobile* [Overseas Edition] and *El Automovil Americano*)

World Registrations

ON January 1, 1927, there were in operation throughout the world, outside of the United States, 5,461,010 passenger cars, trucks and buses. This is 852,679 more than were in operation a year ago and represents a gain of 18.5 per cent. Motorcycle registrations increased 4.2 per cent, or 61,161 units, to a total of 1,520,829.

Including United States registrations, the world total now is 27,507,967 cars, trucks and buses, representing an increase during 1926 of 3,055,700 units or 12.5 per cent.

All sections of the world contributed to the increased registrations. America, of course, contributed the largest actual gains with a total increase of 2,430,323 units or 11.6 per cent, while Africa made the largest percentage gains with an increase of 30.2 per cent, representing an actual increase of 41,835 units.

Asia made gains aggregating 54,824 or 22.8 per cent over the January 1, 1926, total; Oceania gained 94,560 units or 22.4 per cent and Europe increased its motor vehicle registration by 434,158 or 16.3 per cent.

This latest census of motor vehicles throughout the world, which has been prepared jointly by *Automotive Industries, The American Automobile* (Overseas Edition) and *El Automovil Americano,* has been compiled from hundreds of official and trade sources in every part of the globe and the tabulated results presented here are, without doubt, far superior in accuracy and completeness to anything heretofore presented.

An effort has been made this year, as in previous years, to segregate passenger cars, trucks and

ASIA

Country	Total Buses Cars Trucks	Cars	Trucks	Buses	Motor-cycles
Afghanistan	165	85	80	..	2
Arabia	715	586	35	94	120
Bahrein	152	150	2	..	..
British Malaya	26,868	19,324	3,717	3,827	4,812
British North Borneo	70	55	15	..	10
Ceylon	12,135	8,599	1,528	2,008	2,812
China	14,766	12,569	1,704	493	1,002
Chosen	1,368	1,208	160	..	125
Cyprus	799	665	134	..	148
French Indo-China	9,011	7,479	1,532	..	1,288
Hongkong	1,501	1,129	256	116	471
India	100,000	88,000	12,000	..	22,000
Iraq	2,740	2,600	140	..	170
Japan	35,292	24,867	10,425	..	14,000
Koweit	45	45	..	..	..
Nejd	2	2	..	..	..
Netherlands East India	48,800	43,000	5,800	..	9,000
Palestine	1,574	1,169	110	295	146
Persia	4,200	3,400	800	..	450
Philippine Islands	21,993	15,686	6,307	..	704
Siam	4,319	2,257	674	1,388	382
Syria	4,162	3,854	269	39	60
Tibet	..	..	..	..	1
Turkey	4,800	4,800	..	..	..
Total	295,477	241,529	45,688	8,260	57,703

NORTH and SOUTH AMERICA

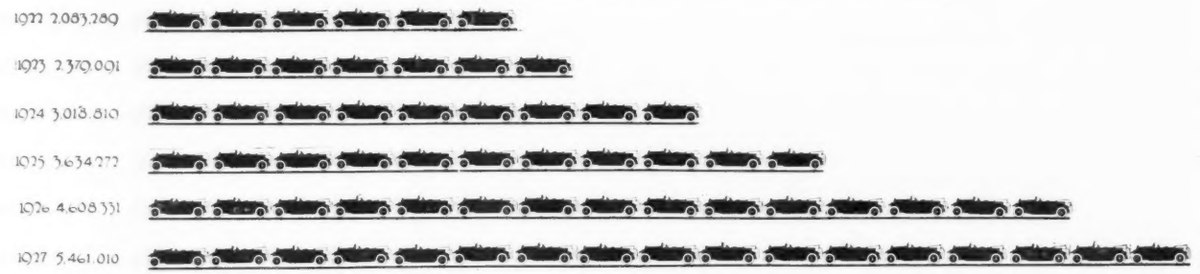
Country	Total Buses Cars Trucks	Cars	Trucks	Buses	Motor-cycles
Alaska	1,744	1,153	566	25	2
Argentina	222,610	205,000	16,500	1,110	2,971
Bahamas	878	649	227	2	5
Barbados	1,550	1,300	250	..	100
Bolivia	2,020	1,350	650	20	100
Brazil	104,561	70,820	33,741	..	3,500
British Guiana	1,101	986	68	47	136
British Honduras	130	95	35	..	10
Canada	820,222	733,764	84,955	1,503	7,876
Chile	18,000	14,400	3,600	..	150
Colombia	7,916	5,425	2,310	181	168
Costa Rica	1,100	800	300	..	..
Cuba	45,546	45,546	..	..	450
Dominica	35	25	10	..	5
Dominican Republic	3,476	2,831	630	15	70
Dutch Guiana	225	150	75	..	..
Dutch West Indies	675	525	150	..	..
Ecuador	868	615	238	15	16
Grenada	305	260	45	..	35
Guadeloupe	680	640	40	..	25
Guatemala	1,400	1,200	200	..	160
Haiti	1,664	1,664	..	..	..
Honduras	501	384	106	11	11
Jamaica	5,369	4,111	1,258	..	371
Martinique	1,250	1,050	200	..	70
Mexico	45,134	37,158	7,271	705	765
Newfoundland	1,085	950	135	..	160
Nicaragua	400	360	40	..	50
Other British West Indies	770	550	220	..	60
Panama	4,871	4,871	..	..	340
Paraguay	875	625	250	..	..
Peru	9,123	9,123	..	..	..
Porto Rico	14,686	14,686	..	..	..
St. Lucia	85	55	30	..	20
St. Pierre and Miquelon	22	..	22	..	..
Salvador	1,458	1,191	91	176	..
Trinidad	3,950	3,250	700	..	500
United States	22,046,957	19,207,808	2,839,149	..	128,782
Uruguay	28,310	23,600	4,640	70	403
Venezuela	10,000	8,000	2,000	..	..
Total	23,411,552	20,406,970	3,000,702	3,880	147,311

OCEANIA

Countries	Total Buses Cars Trucks	Cars	Trucks	Buses	Motor-cycles
American Samoa	29	20	5	4	1
Australia	361,602	302,416	59,186	..	..
Cook Islands	75	45	30	..	5
Fiji Islands	694	588	106	..	91
Gilbert and Ellice Islands	2	..	2	..	..
Hawaii	31,135	23,562	7,403	170	409
New Zealand	123,334	101,681	21,653	..	32,054
Other British Oceania	90	70	20	..	25
Papua	135	90	45	..	40
Society Islands	397	330	55	12	48
Solomon Islands	2	..	2	..	..
Tonga	125	70	55	..	8
Western Samoa	236	148	88	..	9
Total	517,856	429,020	88,650	186	32,690

World Registrations

Growth of Registrations Outside U. S.



Summary Table of World Registrations of Motor Vehicles

	Total Cars and Trucks	Cars	Trucks	Buses	Motor-cycles
Europe	3,102,716	2,232,898	772,152	97,666	1,235,094
Americas (Except U. S.)	1,364,595	1,199,162	161,553	3,880	18,529
Oceania	517,856	429,020	88,650	186	32,690
Asia	295,477	241,529	45,688	8,260	57,703
Africa	180,366	150,366	27,896	2,104	48,031
United States	22,046,957	19,207,808	2,839,149	....	128,782
Total	27,507,967	23,460,783	3,935,088	112,096	1,520,829

EUROPE

Countries	Total Buses Cars Trucks	Cars	Trucks	Buses	Motor-cycles
Albania	433	353	80	..	..
Austria	27,305	18,805	8,500	..	20,000
Azores	523	491	7	25	18
Belgium	130,000	130,000	..	..	62,730
Bulgaria	2,500	1,700	800	..	400
Czechoslovakia	23,389	23,389	..	..	14,599
Danzig Free State	1,595	1,095	425	75	675
Denmark	63,170	46,236	13,804	3,130	19,701
Esthonia	1,700	1,000	500	200	100
Faroe Islands	12	12	..	..	..
Finland	18,100	12,000	4,700	1,400	4,650
France	901,000	611,000	290,000	..	155,000
Germany	318,800	223,500	95,300	..	274,600
Gibraltar	370	250	120	..	50
Great Britain	984,368	642,850	258,841	82,677	498,255
Greece	11,222	7,054	2,450	1,718	520
Holland	65,000	41,000	20,000	4,000	35,200
Hungary	8,700	6,462	2,100	138	2,700
Iceland	355	355	..	..	25
Irish Free State	44,003	44,003	..	..	7,938
Italy	150,000	150,000	..	..	62,000
Latvia	1,600	1,026	574	..	400
Lithuania	727	565	141	21	290
Malta	920	730	190	..	350
Northern Ireland	20,000	10,500	9,500	..	6,200
Norway	30,320	21,100	8,870	350	7,900
Poland	15,668	11,846	2,884	938	2,784
Portugal	15,500	12,500	3,000	..	1,350
Roumania	14,276	9,076	4,666	534	1,009
Spain	85,000	76,000	9,000	..	..
Sweden	99,200	77,000	20,200	2,000	29,000
Switzerland	51,560	41,800	9,300	460	21,000
U. S. S. Russia	7,000	2,600	4,400	..	3,000
Yugoslavia	8,400	6,600	1,800	..	2,650
Total	3,102,716	2,232,898	772,152	97,666	1,235,094

buses. In most cases this has been possible, but the absence of figures in any column of the detail tables does not indicate, necessarily, that there are none of the vehicles in operation in the country in question. For example, no buses are listed for the United States. Obviously, this is not because no buses are operated in this country, but because it is impossible to obtain data concerning their number which is comparable in accuracy to the other data presented in the tables. Actually there are probably about 80,000 buses in operation in this country.

During 1926, passenger car registrations throughout the world increased 12.4 per cent while trucks increased 10.1 per cent indicating that sales of the former are increasing more rapidly.

AFRICA

Country	Total Buses Cars Trucks	Cars	Trucks	Buses	Motor-cycles
Abyssinia	110	110	..	..	..
Algeria	27,851	24,242	2,888	721	783
Angola	1,452	700	750	2	100
Belgian Congo	1,575	825	750	..	550
British East Africa	8,749	6,364	2,385	..	5,000
British Somaliland	79	60	10	9	20
British West Africa	9,235	3,232	6,003	..	3,407
Canary Islands	4,130	2,914	1,141	75	88
Egypt	17,115	14,051	2,074	990	4,807
Eritrea	101	95	6	..	12
French Somaliland	61	55	4	2	8
French West Africa	3,820	2,101	1,719	..	250
Italian Somaliland	88	75	13	..	10
Liberia	120	120	..	..	9
Madagascar	1,060	878	182	..	667
Madeira Islands	415	210	85	120	100
Mauritius	2,316	2,000	281	35	133
Morocco	10,900	8,200	2,700	..	1,000
Nyasaland	560	500	60	..	950
Portuguese East Africa	608	500	100	8	200
Reunion	800	708	92	..	100
Rhodesia	3,102	3,000	100	2	740
Seychelles Islands	8	8	..	..	22
South Africa, Union	81,000	75,000	6,000	..	28,500
Spanish Morocco	400	400	..	..	..
Sudan	250	200	50	..	50
Tangier	271	178	93	..	..
Tunisia	4,300	3,750	410	140	525
Total	180,366	150,366	27,896	2,104	48,031

United States Registrations

A Motor Vehicle for Every 5.4 Persons in U. S.

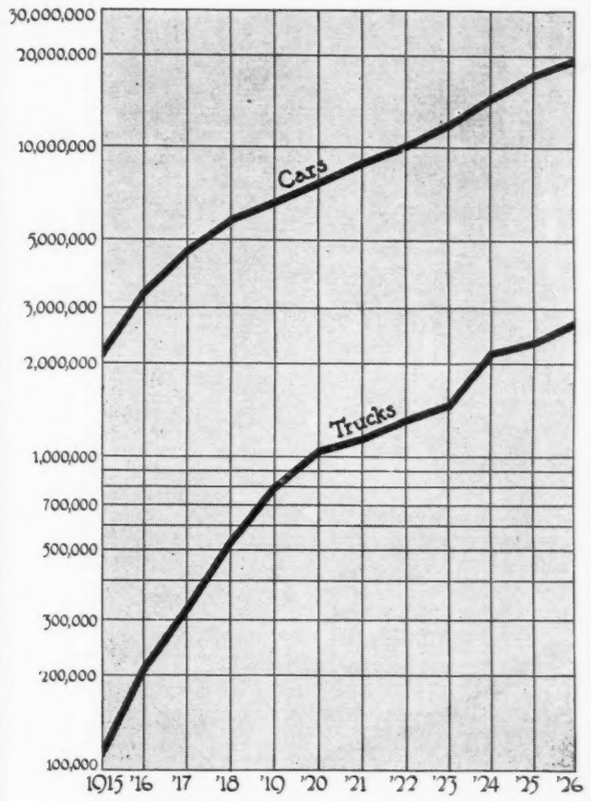
Gain in registrations in 1926 totaled 2,189,042, or 11.0 per cent over 1925. Motorcycles dropped.

DURING 1926 there were registered in the United States 22,046,957 passenger cars, trucks and buses and 128,782 motorcycles. The increase over 1925 was 2,189,042 units or 11.0 per cent, while motorcycles decreased by 11,633 units or 8.3 per cent.

There is now one motor vehicle for every 5.4 persons in the country compared with 5.7 vehicles a year ago. During 1926 two more states—Michigan and Texas—climbed into the million class, making seven states in which there are over 1,000,000 motor vehicles in operation. On the other end of the list there are now but nine states having less than 100,000 motor vehicles within their borders while a year ago there were 11 in this class, both Montana and the District of Columbia having gone above the century mark during 1926.

In the gains made in actual number of cars during the year the states with the most vehicles commonly led, as might be expected. Florida, which now ranks 17th in number of vehicles, ranked fourth in the gains made during 1926, as it also led in percentage gains by a wide margin, having jumped its registrations 59.9 per cent above those of a year ago. The District of Columbia also made great strides during the past year while all other

Growth of Registrations in U. S.



THE growth of car registrations continues at a very steady rate while trucks have been erratic and display a tendency for a higher rate of growth than passenger cars

Cars and Trucks in the United States, Jan. 1, 1927

(Arranged in order of rank)

New York	1,815,437	North Carolina	385,763	South Dakota	168,230
California	1,600,475	Nebraska	367,838	North Dakota	157,822
Ohio	1,510,000	Washington	367,093	Maine	150,916
Pennsylvania	1,463,261	Virginia	320,367	District of Columbia	129,792
Illinois	1,370,503	Tennessee	279,639	Rhode Island	109,145
Michigan	1,118,785	Kentucky	278,337	Montana	103,946
Texas	1,047,202	Georgia	274,037	Idaho	95,861
Indiana	772,215	Connecticut	260,911	New Hampshire	89,001
Massachusetts	689,593	Colorado	252,787	Utah	81,633
Iowa	689,036	Oregon	234,134	Vermont	73,871
Wisconsin	662,328	Maryland	249,056	Arizona	73,574
Missouri	651,350	Louisiana	239,500	New Mexico	54,341
New Jersey	650,891	Alabama	225,651	Wyoming	49,633
Minnesota	624,478	West Virginia	221,001	Delaware	44,418
Oklahoma	510,000	Mississippi	210,500	Nevada	24,014
Kansas	491,276	Arkansas	209,419		
Florida	416,930	South Carolina	180,967	United States	22,046,957

United States

states made gains of less than 20 per cent, which may be compared with the 1925 record when seven states bettered this mark.

As has been the case for a number of years, the largest percentage gains are being made in the South. Among the first 10 states in this class there are only two—Idaho and Ohio—located north of the Mason-Dixon line.

Kansas wins over California for first place in the number of persons per vehicle with the record mark of 2.7. There are now two states in which there are less than three persons per vehicle, seven states with less than four persons per vehicle and 20 states with less than five persons per vehicle. Assuming the average family to be 4.5 persons, there are now 17 states, containing a total of 36,370,000 persons or 30.6 per cent of the total population, in which there is more than one car per average family. Evidently, a second car for business or other purposes has been successfully sold in these states.

Motor vehicle owners and operators contributed the enormous sum of $449,821,000 to state exchequers through license fees and gasoline taxes, over $78,000,000 more than during 1925.

Motor Vehicle Registration Statistics

	Total	Passenger Cars	Trucks	Motor-cycles	Registration Fees	Gasoline Tax
Alabama	225,651	197,641	28,010	401	$2,808,181	$2,435,357
Arizona	73,574	63,500	10,074	300	423,587	977,633
Arkansas	209,419	179,480	29,939	279	3,581,000*	3,979,000*
California	1,600,475	1,384,152	216,323	10,295	8,440,167	18,000,000
Colorado	252,787	232,350	20,437	1,440	1,538,056	2,144,871
Connecticut	260,911	219,959	40,952	3,402	4,803,767	275,000*
Delaware	44,418	36,246	8,172	342	775,577	402,656
District of Columbia	129,792	115,633	14,159	1,521*	140,544	946,949
Florida	416,930	346,492	70,438	1,390	6,764,468	11,556,676
Georgia	274,037	238,350	35,687	847	3,383,770	5,575,556
Idaho	95,861	86,779	9,082	509	1,378,502	1,181,036
Illinois	1,370,503	1,195,014	175,489	6,156	14,047,207	NONE
Indiana	772,215	664,230	107,985	3,738	5,093,176	8,867,948
Iowa	689,036	639,457	49,579	1,934	10,208,417	5,033,893
Kansas	491,276	441,373	49,903	1,330	4,962,321	4,392,592
Kentucky	278,337	249,412	28,925	672	4,045,933	4,558,725
Louisiana	239,500	204,000	35,500	400	3,836,329	2,706,000*
Maine	150,916	124,158	26,758	1,124	2,324,025	1,364,000*
Maryland	249,056	236,680	12,376	2,843	2,943,985	2,186,092
Massachusetts	689,593	597,539	92,054	9,215	12,652,531	NONE
Michigan	1,118,785	969,686	149,099	3,438	15,745,860	9,061,000*
Minnesota	624,478	552,944	71,534	2,551	9,976,247	4,773,838
Mississippi	210,500	189,000	21,500	80	1,789,000*	2,884,000*
Missouri	651,350	586,134	65,216	1,850	7,836,000*	5,211,000*
Montana	103,946	88,828	15,118	207	1,117,603	811,000*
Nebraska	367,838	338,923	28,915	1,280	3,726,811	3,042,127
Nevada	24,014	19,300	4,714	82	209,920	428,744
New Hampshire	89,001	78,400	10,601	1,444	1,710,905	780,000
New Jersey	650,891	520,489	130,402	7,233	11,870,529	NONE
New Mexico	54,341	52,111	2,230	200	497,000*	592,000*
New York	1,815,437	1,460,927	354,510	18,303	28,786,421	NONE
North Carolina	385,763	352,217	33,546	900	5,547,835	4,188,061
North Dakota	157,822	145,571	12,251	305	1,578,081	1,100,000
Ohio	1,510,000	1,325,000	185,000	9,000	9,350,000	13,250,000
Oklahoma	510,000	460,000	50,000	900	5,253,000*	6,248,000
Oregon	234,134	215,832	18,302	2,215	6,017,759	3,535,874
Pennsylvania	1,463,261	1,259,719	203,542	14,609	23,933,461	8,473,420
Rhode Island	109,145	89,832	19,313	1,325	1,882,291	511,120
South Carolina	180,967	163,368	17,599	293	1,907,198	4,479,127
South Dakota	168,230	153,840	14,390	249	2,429,180	1,430,000
Tennessee	279,639	254,342	25,297	751	3,450,822	3,889,939
Texas	1,047,202	938,732	108,470	2,668	9,929,675	3,892,891
Utah	81,633	69,133	12,500	576	634,048	1,292,391
Vermont	73,871	68,231	5,640	606	1,696,582	521,944
Virginia	320,367	271,517	48,850	2,125	4,624,482	6,158,124
Washington	367,093	311,092	56,001	2,893	5,624,187	3,357,163
West Virginia	221,001	194,620	26,381	1,273	3,683,134	2,914,844
Wisconsin	662,328	581,467	80,861	3,109	9,074,450	5,376,479
Wyoming	49,633	44,108	5,525	179	499,878	500,000
Totals	22,046,957	19,207,808	2,839,149	128,782	$274,533,902	$175,287,070

*Partly estimated.

Registrations

Registration Gains—Jan. 1, 1926, to Jan. 1, 1927

Ohio	205,000	Washington	34,651	Connecticut	12,437
New York	202,296	Kansas	34,243	Maine	10,782
California	161,012	North Carolina	33,996	South Carolina	10,309
Florida	156,210	Mississippi	33,238	Montana	9,290
Pennsylvania	146,208	Louisiana	32,500	Utah	9,143
Michigan	128,076	Tennessee	31,618	New Hampshire	7,751
Illinois	107,326	Iowa	31,469	Rhode Island	6,669
Texas	78,796	Alabama	31,071	Arizona	5,545
Oklahoma	72,000	Georgia	29,166	New Mexico	5,240
New Jersey	71,005	Nebraska	29,120	Vermont	4,295
Wisconsin	65,955	Arkansas	25,655	West Virginia	3,932
Minnesota	54,784	Maryland	18,372	Delaware	3,737
Missouri	48,450	Oregon	17,810	Nevada	2,829
Indiana	46,805	Kentucky	17,583	Wyoming	1,921
Virginia	39,267	Idaho	14,377	South Dakota	112
District of Columbia	36,180	North Dakota	12,866		
Massachusetts	35,255	Colorado	12,690	United States	2,189,042

Percentage Gains in Registrations—Jan. 1, 1926, to Jan. 1, 1927

Florida	59.9	California	11.2	Maryland	8.0
District of Columbia	38.6	Pennsylvania	11.1	Maine	7.7
Mississippi	18.8	Wisconsin	11.0	Kansas	7.5
Idaho	17.7	New Mexico	10.7	Kentucky	6.7
Oklahoma	16.4	Washington	10.4	Indiana	6.5
Alabama	16.0	Montana	9.8	Rhode Island	6.5
Ohio	15.7	North Carolina	9.7	Vermont	6.2
Louisiana	15.7	Minnesota	9.6	South Carolina	6.0
Virginia	14.0	New Hampshire	9.5	Massachusetts	5.4
Arkansas	14.0	Delaware	9.2	Colorado	5.3
Nevada	13.4	North Dakota	8.9	Connecticut	5.0
Michigan	12.9	Nebraska	8.6	Iowa	4.8
Tennessee	12.8	Illinois	8.5	Wyoming	4.0
Utah	12.6	Oregon	8.2	West Virginia	1.8
New York	12.5	Texas	8.1	South Dakota	0.1
New Jersey	12.3	Arizona	8.1		
Georgia	11.9	Missouri	8.0	United States	11.0

Persons per Motor Vehicle, Jan. 1, 1927

Kansas	2.7	Oklahoma	4.7	Rhode Island	6.5
California	2.8	Vermont	4.8	Pennsylvania	6.6
Nevada	3.2	Wyoming	4.9	Montana	6.9
Florida	3.3	New Hampshire	5.1	New Mexico	7.2
Iowa	3.5	Texas	5.2	North Carolina	7.5
Nebraska	3.8	Illinois	5.3	West Virginia	7.7
Oregon	3.8	Maine	5.3	Virginia	7.9
Michigan	4.0	Missouri	5.4	Louisiana	8.1
Indiana	4.1	Idaho	5.4	Mississippi	8.5
South Dakota	4.1	Delaware	5.5	Tennessee	8.9
North Dakota	4.1	New Jersey	5.8	Kentucky	9.1
District of Columbia	4.2	Massachusetts	6.2	Arkansas	9.2
Minnesota	4.3	Arizona	6.2	South Carolina	10.3
Washington	4.3	New York	6.3	Alabama	11.3
Colorado	4.3	Connecticut	6.3	Georgia	11.6
Ohio	4.4	Maryland	6.4		
Wisconsin	4.4	Utah	6.4	United States	5.4

United States Registrations

Motor Vehicle Registrations, 1914 to 1926

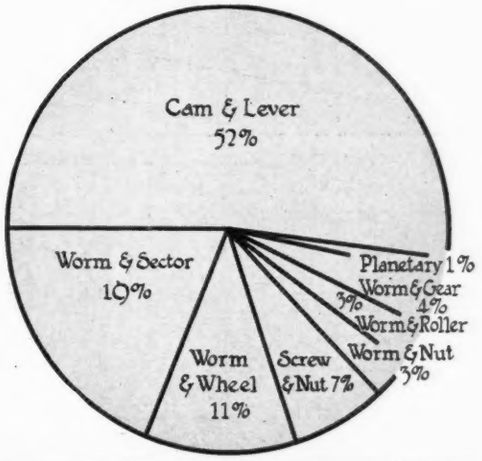
	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926
Alabama	8,078	11,925	21,636	32,873	46,171	58,898	74,637	82,343	90,052	126,642	157,262	194,580	225,651
Arizona	5,040	7,318	12,124	19,890	23,905	28,979	34,559	35,049	38,034	48,741	57,828	68,029	73,574
Arkansas	5,642	8,021	15,000	28,693	41,458	49,450	59,082	67,446	86,425	111,946	141,983	183,764	209,419
California	123,516	163,795	232,440	306,916	364,800	477,450	568,892	673,830	861,805	1,100,283	1,321,480	1,439,463	1,600,475
Colorado	17,756	27,568	43,296	66,850	83,244	104,865	127,549	145,739	162,328	189,356	213,247	240,097	252,787
Connecticut ..	33,009	43,985	61,855	85,724	92,605	109,651	119,134	137,526	154,675	177,931	214,318	248,474	260,911
Delaware	3,050	4,657	7,102	10,700	12,955	16,152	18,300	21,413	24,560	29,977	35,136	40,681	44,418
Dis. of Col...	4,833	8,009	13,118	15,493	30,490	35,400	39,712	61,745	85,425	103,171	80,720	93,612	129,792
Florida	3,368	10,850	20,718	27,000	54,186	55,400	73,914	97,837	115,891	160,000	194,196	260,720	416,930
Georgia	20,916	25,671	47,579	70,357	99,800	127,326	144,422	131,942	145,584	173,794	209,300	244,871	274,037
Idaho	3,346	7,071	12,999	24,768	32,289	42,220	50,873	51,264	53,874	62,379	69,225	81,484	95,861
Illinois	131,140	180,832	248,429	340,292	389,620	478,438	568,759	670,434	786,190	969,331	1,123,724	1,263,177	1,370,503
Indiana	66,400	96,915	139,317	192,192	227,160	277,255	332,707	400,342	469,939	353,342	650,219	725,410	772,215
Iowa	112,134	152,134	198,602	254,317	278,313	363,857	437,300	460,528	500,148	576,398	620,906	657,567	689,036
Kansas	49,374	72,520	112,122	159,343	189,163	227,752	265,396	291,309	327,194	375,594	410,891	457,033	491,276
Kentucky	11,746	19,500	31,700	47,416	65,870	90,641	112,685	126,371	154,021	198,347	231,784	260,754	278,337
Louisiana	12,000	11,380	17,000	28,394	40,000	51,000	66,000	80,500	102,284	138,500	178,000	207,000	239,500
Maine	15,700	21,545	30,972	41,499	40,372	53,425	62,907	77,527	92,539	108,609	127,178	140,134	150,916
Maryland	20,213	31,047	44,245	60,943	74,666	95,634	116,341	140,572	165,624	209,938	195,581	230,684	249,056
Massachusetts.	77,246	102,633	136,809	174,274	193,497	247,183	304,631	360,732	385,231	566,150	572,315	654,338	689,593
Michigan	76,389	114,845	160,052	226,693	262,125	325,813	412,717	477,037	578,980	730,658	868,587	990,709	1,118,785
Minnesota ...	67,862	93,269	46,000	54,009	204,458	259,743	309,569	328,700	380,557	448,187	502,987	569,694	624,478
Mississippi ...	5,964	9,669	25,000	36,600	48,400	45,030	63,484	65,139	77,001	104,400	134,547	177,262	210,500
Missouri	54,468	76,462	103,587	147,528	188,040	244,363	296,919	346,437	392,969	476,373	544,635	602,900	651,350
Montana	10,172	14,499	24,440	42,696	51,037	59,325	60,646	58,785	62,649	73,828	79,695	94,656	103,946
Nebraska	40,929	59,140	100,534	148,101	175,409	192,000	223,000	238,704	256,654	286,053	308,713	338,718	367,838
Nevada	1,487	2,009	4,919	7,160	8,159	9,305	10,464	10,819	12,647	15,700	18,387	21,185	24,014
New Hamp....	9,571	13,499	17,508	22,267	24,817	31,625	34,680	42,039	48,293	59,571	71,929	81,250	89,001
New Jersey...	60,247	78,232	104,341	134,964	155,519	190,873	227,737	272,994	341,626	430,958	504,190	579,886	650,891
New Mexico..	2,945	5,100	8,228	8,457	15,000	18,077	22,109	24,703	25,473	31,737	41,750	49,101	54,341
New York ..	169,966	234,032	317,866	411,567	463,758	571,662	669,290	812,031	1,002,293	1,214,642	1,412,879	1,613,141	1,815,437
N. Carolina ..	14,677	21,000	33,904	55,950	72,313	109,017	140,860	148,684	182,550	247,612	305,756	351,767	385,763
North Dakota	15,701	24,908	40,446	62,993	71,627	82,885	90,840	92,644	99,052	109,244	117,061	144,956	157,822
Ohio	122,504	181,332	252,431	346,772	412,775	511,031	615,397	720,632	859,504	1,068,700	1,244,000	1,305,000	1,510,000
Oklahoma	13,500	25,032	52,718	100,199	121,500	144,500	204,300	221,300	249,659	307,000	342,982	438,000	510,000
Oregon	16,447	23,585	33,917	48,632	63,324	83,332	103,790	118,325	134,299	166,412	192,629	216,324	234,134
Pennsylvania.	112,854	160,137	230,578	325,153	394,186	482,117	570,164	689,589	829,737	1,064,624	1,228,586	1,317,053	1,463,261
Rhode Island..	12,331	16,362	21,406	37,046	36,218	44,833	50,375	54,957	66,466	85,480	90,652	102,476	109,145
S. Carolina ..	14,500	15,000	19,000	38,322	55,492	70,143	93,843	90,546	95,978	128,656	163,382	170,658	180,967
South Dakota.	20,929	28,784	44,271	67,158	90,521	104,628	120,395	119,274	125,238	131,720	142,280	168,118	168,230
Tennessee ...	19,769	22,738	30,000	48,000	63,000	80,422	101,852	117,025	135,716	173,365	204,680	248,021	279,639
Texas	64,732	90,000	197,687	213,334	251,118	331,310	427,693	467,616	526,238	688,899	834,040	968,406	1,047,202
Utah	2,253	9,177	13,507	24,076	32,273	35,236	42,578	47,523	49,156	66,025	69,227	72,490	81,633
Vermont	8,256	11,499	15,671	20,369	22,655	26,807	31,625	36,965	43,881	52,776	61,179	69,576	73,871
Virginia	14,002	21,357	35,426	55,000	72,228	94,120	134,000	141,000	169,000	219,092	261,643	281,100	320,367
Washington ..	30,253	38,823	60,734	91,337	117,278	148,775	173,920	185,359	220,957	261,224	294,812	332,442	367,093
W. Virginia..	6,159	13,279	20,571	31,300	38,750	50,203	78,862	93,894	112,763	162,191	190,134	217,069	221,001
Wisconsin	53,161	79,791	115,637	164,531	196,844	236,981	293,298	341,841	388,044	457,271	525,221	596,373	662,328
Wyoming	2,428	3,976	7,125	12,523	16,200	21,371	23,926	26,619	30,637	39,831	43,639	47,712	49,633
Totals	1,768,963	2,494,912	3,584,567	4,970,671	6,105,588	7,596,503	9,206,141	10,505,630	12,299,770	15,312,658	17,605,495	19,857,915	22,046,957

Motorcycle Registrations, 1921-1926

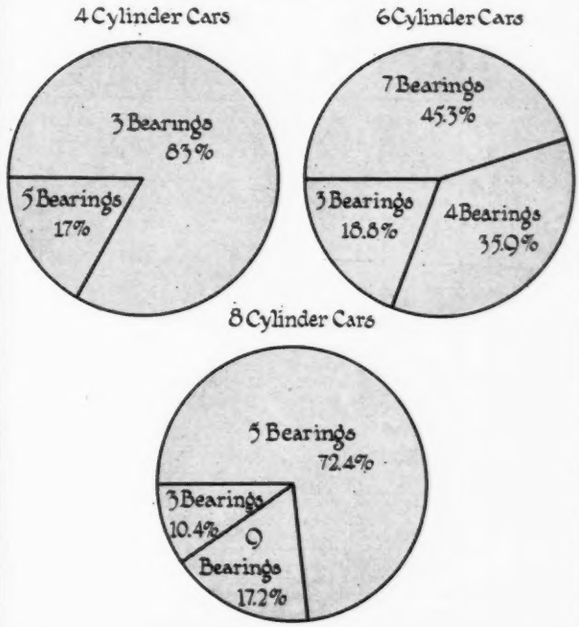
	1921	1922	1923	1924	1925	1926
Alabama	805	638	599	549	524	401
Arizona	440	425	392	372	359	300
Arkansas	192	237	300	295	263	279
California	17,603	16,300	14,694	12,217	10,997	10,295
Colorado	2,868	2,770	2,473	2,226	1,832	1,440
Connecticut ...	5,589	4,386	2,820	4,211	4,034	3,402
Delaware	541	427	467	325	375	342
District of Columbia	2,487	2,494	2,510	1,889	1,344	1,521
Florida	1,296	1,456	1,200	936	966	1,390
Georgia	1,338	1,000	1,011	750	994	847
Idaho	744	703	655	620	593	509
Illinois	7,104	8,156	7,612	6,873	6,603	6,156
Indiana	7,524	6,598	6,042	4,822	4,525	3,738
Iowa	3,897	3,569	3,047	2,597	2,289	1,934
Kansas	2,271	2,315	1,950	1,632	1,434	1,330
Kentucky	1,185	1,042	839	730	691	672
Louisiana	498	509	400	510	500	400
Maine	1,525	1,321	1,920	1,250	1,265	1,124
Maryland	7,847	7,579	7,455	3,462	3,208	2,843
Massachusetts .	12,048	11,675	11,733	10,778	10,333	9,215
Michigan	6,195	5,163	4,165	3,644	3,392	3,438
Minnesota	3,500	3,240	3,220	3,080	2,923	2,551
Mississippi	375	109	114	110	86	80
Missouri	3,609	2,792	2,533	2,218	1,980	1,850
Montana	472	397	374	293	252	207
Nebraska	1,866	1,856	1,608	1,324	1,207	1,280
Nevada	130	112	90	111	125	82
N. Hampshire .	2,358	1,880	1,987	1,750	1,575	1,444
New Jersey ...	9,724	9,284	8,779	8,053	7,725	7,233
New Mexico ...	214	163	173	230	210	200
New York	26,998	25,175	22,985	20,935	19,816	18,303
N. Carolina ...	1,276	1,190	1,300	1,029	863	900
North Dakota .	810	766	645	509	443	305
Ohio	23,026	21,256	15,000	14,700	11,000	9,000
Oklahoma	1,013	952	823	723	1,000	900
Oregon	3,164	3,206	3,140	2,765	2,545	2,215
Pennsylvania ..	21,111	20,159	19,817	17,540	15,649	14,609
Rhode Island ..	1,780	1,459	1,606	1,422	1,400	1,325
South Carolina.	756	605	561	477	400	293
South Dakota ..	682	660	471	355	355	249
Tennessee	1,043	861	751	706	672	751
Texas	3,905	3,410	3,346	2,686	2,700	2,668
Utah	909	725	766	731	719	576
Vermont	965	856	839	779	718	606
Virginia	2,200	2,931	2,416	2,987	1,590	2,125
Washington ...	3,763	3,846	3,714	3,164	2,879	2,893
West Virginia .	1,539	1,361	1,353	1,407	1,432	1,273
Wisconsin	6,423	5,918	5,645	3,938	3,350	3,109
Wyoming	322	304	291	252	220	179
Total 207,930	194,226	176,630	154,902	140,415	128,782	

Trends in Passenger Car Design

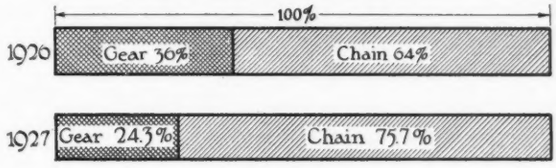
Steering Gears



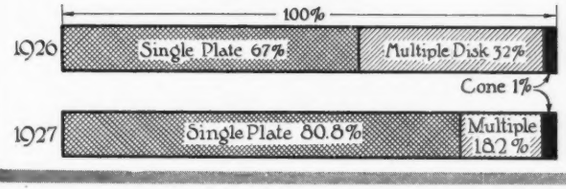
Number of Crank Shaft Bearings



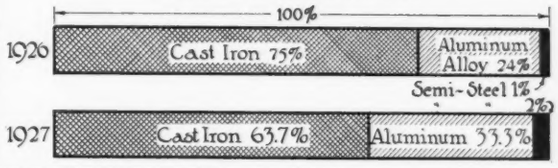
Front End Drive



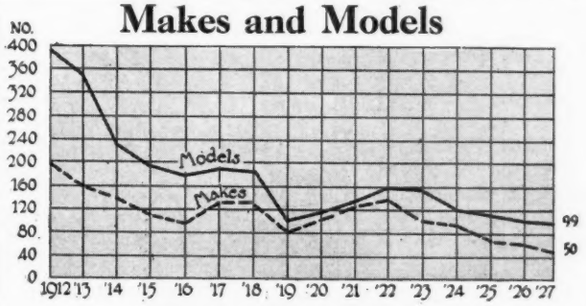
Clutches



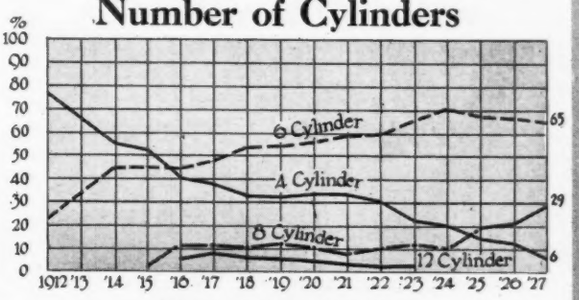
Piston Material



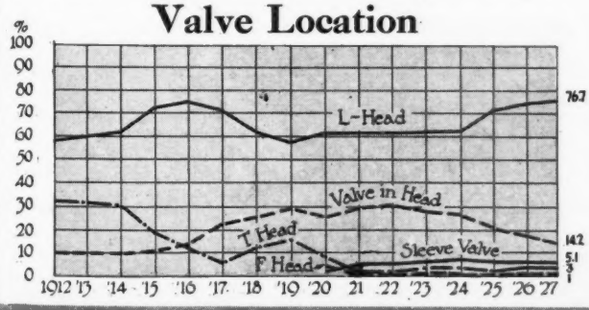
Makes and Models



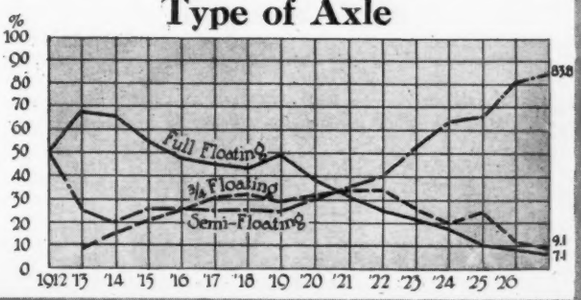
Number of Cylinders



Valve Location



Type of Axle



American Passenger

MAKE AND MODEL	GENERAL			CLUTCH					GEARSET				UNIVERSALS	REAR AXLE							
							Facings														
	Wheelbase (In.)	Chassis Weight (Lb.)	Tire Size	Make and Model	Type	Number of Driving and Driven Disks	Maximum Dia. (In.)	Minimum Dia. (In.)	Number	Make	Location	Number of Forward Speeds	Low Gear Ratio	Type and Make	Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Minimum Road Clearance (In.)	Differential Make
Auburn.....6-66	120	.....	29x5.25	Long.....8F	SP....	2-1	8¾	6¼	2	War....	Eng..	3	3.07	m-U-P..	Col.....	½F...	SB....	4.9	Spr...	Spr...	8½	B-L...
Auburn.....8-77	125	.....	29x5.25	Long.....8C	SP....	2-1	8¾	6¼	2	War....	Eng..	3	3.11	m-U-P..	Col.....	½F...	SB....	4.7	Spr...	Spr...	8½	B-L...
Auburn.....8-88	129°	.....	31x6.00	Long....10A	MD...	2-2	7¾	5½	4	War....	Eng..	3	3.11	m-U-P..	Col.....	½F...	SB....	49/11	Spr...	Spr...	8½	B-L...
Buick.....115	114½	2475	31x5.75	Own.....	MD...	5-5	7¾	5¾	10	Own....	Eng..	3	3.04	m-Own..	Own....	¾F...	SB....	4.9	TT...	TT...	9¼	BLC..
Buick.....120	120	3115	33x6.00	Own.....	MD...	5—5	7¾	5¾	10	Own....	Eng..	3	3.20	m-Own..	Own....	FF....	SB....	4.51	TT...	TT...	9¼	BLC..
Buick.....128	128	.....	33x6.00	Own.....	MD...	5-5	7¾	5¾	10	Own....	Eng..	3	3.20	m-Own..	Own....	FF....	SB....	4.73	TT...	TT...	9¼	BLC..
Cadillac.....314	138°	3400	33x6.75	Own.....	MD...	6-7	7⅝	5¾	12	Own....	Eng..	3	3.8	m-Spi..	Own....	FF....	SB....	4.91	.....	TA...	9	Own..
Case.....Y	132	2900	34x7.30	Own.....	MD...	5-4	8⅛	6¼	10	Own....	Eng..	3	3.62	f-Sne...	Col.....	¾F...	SB....	49/11	TT...	TA...	14½	B-L...
Case.....JIC	122	2800	32x6.20	Own.....	MD...	4-3	8⅛	6¼	8	Own....	Eng..	3	3.62	f-Sne...	Col.....	½F...	SB....	49/10	Spr...	Spr...	9½	B-L...
Chandler.....Std. 6	108½	1865	30x4.75	B&B.....9Q	SP....	2-1	8⅛	6⅛	2	Own....	Eng..	3	2.78	f-Pic...	Own....	½F...	SB....	49/10	Spr...	Spr...	13	Own..
Chandler.....Spec. 6	115	2070	31x5.25	B&B.....10Q	SP....	2-1	9⅛	6¾	2	Own....	Eng..	3	2.78	f-Sne...	Own....	½F...	SB....	49/10	Spr...	Spr...	13	Own..
Chandler.....Big 6	124	2460	33x6.00	B&B.....10P	SP....	2-1	9⅛	6¾	2	Own....	Eng..	3	2.44	f-Own..	Own....	¾F...	SB....	49/11	Spr...	Spr...	9¼	Own..
Chandler.....St. 8	124	.....	33x6.00	B&B....10KP	SP....	2-1	9⅛	6¾	2	Own....	Eng..	3	2.44	f-Own..	Own....	¾F...	SB....	49/11	Spr...	Spr...	9¼	Own..
Chevrolet.....AA	103	.....	29x4.40	Own.....	SP....	2-1	9	6¼	2	Own....	Eng..	3	.....	m-Own..	Own....	½F...	SB....	42/11	Spr...	TT...	.....	Own..
Chrysler.....50	106	1695	29x4.75	Rock.....	SP....	2-1	4⅛	2⅞	2	Own....	Eng..	3	3.06	f-.....	Own....	½F...	SB....	47/10	Spr...	Spr...	9	Own..
Chrysler.....60	109	2160	28x5.25	G&H.....	SP....	2-1	No....	No....	W..	Own....	Eng..	3	3.12	m-Spi...	Own....	½F...	SB....	49/10°	Spr...	Spr...	8¼	Own..
Chrysler.....70	112¾°	2275	30x6.00	G&H.....	SP....	2-1	No....	No....	W..	Own....	Eng..	3	3.17	m-U-P..	Own....	½F...	SB....	43/10	Spr...	Spr...	8½	Own..
Chrysler.....80	120°	2840	30x6.75	G&H.....	SP....	2-1	No....	No....	W..	Own....	Eng..	3	3.2	m-U-P..	Own....	½F...	SB....	46/11°	Spr...	Spr...	8½	Own..
Cunningham....V-7	132°	.....	33x6.75	Own.....	MD...	7-7	8⅛	6⅛	14	Own....	Eng..	3	3.29	f-Spi....	Tim.....	FF....	SB....	55/13	Spr...	TA...	8½	Tim...
Davis.....92-27	115	.....	32x6.00	B&B...PX10	SP....	2-1	10	7	2	W-G....	Eng..	3	4.9	m-Pet...	Col.....	½F...	SB....	49/10	Spr...	Spr...	.....	.....
Davis.....94-27	109	.....	29x4.95	B&B...9Q..	SP....	2-1	8⅞	6⅛	2	W-G....	Eng..	3	5.4	m-U-M..	Col.....	½F...	SB....	43/8	Spr...	Spr...	.....	BLC..
Delling Steam.....	132	3100	32x6.20	None.....	No..	No..	No....	No....	No..	None....	No....	1	No..	m-U-M..	Eat.....	½F...	SB....	51/25	Spr...	Spr...	9⅛	BLC..
Diana.....St. 8	125½	2480	32x6.00	B&B...10QL	SP....	2-1	9⅛	6¾	2	War....	Eng..	3	3.11	m-Mec..	Col.....	½F...	SB....	51/10	Spr...	Spr...	9	Col...
Dodge Brothers....	116	2202	31x5.25	Own.....	SP....	2-1	.....	.....	.....	Own....	Eng..	3	4.17	m-Own..	Own....	½F...	SB....	50/12	Spr...	TT...	8½	Own..
duPont.....E	125	3000	32x6.20	Long.....10	MD...	3-2	7¾	5¾	4	Cpl....	Eng..	3	3.2	m-Alm..	Col.....	½F...	SB....	4.7	Spr...	Spr...	9	Col...
Elcar.....6-70	117	2000	28x5.25	Long.....8F	SP....	2-1	8⅝	5⅝	2	W-G....	Eng..	3	3.07	m-.....	Sal.....	½F...	SB....	4.9	Spr...	Spr...	.....	B-L...
Elcar.....8-82	123	1800	30x6.00	Long.....8F	SP....	2-1	8⅝	5⅝	2	W-G....	Eng..	3	3.11	m-.....	Sal.....	½F...	SB....	49/11°	Spr...	Spr...	††	B-L...
Elcar.....8-90	132	2750	32x6.20	Long...10AI	MD...	3-2	7¾	5¾	4	W-G....	Eng..	3	3.11	m-Spi...	Sal.....	½F...	SB....	4.7	Spr...	Spr...	8¾	B-L...
Erskine.....6	107	1500	28x4.40	Long.....	SP....	2-1	††	††	2	War....	Eng..	3	3.06	m-Spi°..	Tim.....	½F...	SB....	41/8	Spr...	Spr...	.....	Tim...
Essex.....Super 6	110½	.....	31x5.00	Own.....	SP....	.....	Ck....	.Ck...	Ck..	Own....	Eng..	3	3.24	m-Spi...	Own.....	½F...	SB....	56/10	Spr...	Spr...	9	Own..
Falcon-Knight.....	109½	.....	30x5.00	B&B.....	SP....	2-1	.....	.....	.....	.....	Eng..	3	3.62	m-.....	.....	½F...	SB....	5.11	Spr...	Spr...	.....	.....
Flint.....Z-18	110	1650	30x5.25	Own.....	SP....	2-1	12	9	8⅝	Own....	Eng..	3	.....	m-U-M..	Own.....	½F...	SB....	39/8	Spr...	Spr...	9⅜	Own..
Flint.....60	115	2040	30x5.77	Own.....	SP....	-1	12	9	9⅝	Own....	Eng..	3	3.32	m-Spi...	Own.....	½F...	SB....	43/9°	Spr...	Spr...	8⅛	Own..
Flint.....80	120	2400	32x6.20	Own.....	SP....	-1	12	9	12⅝	Own....	Eng..	3	3.52	m-Spi...	Own.....	½F...	SB....	43/9	Spr...	Spr...	9¼	Own..
Ford.....T	100	1260	29x4.40	Own.....T	MO...	13-12	No....	No....	No..	Own....	Eng..	2	9.98	m-Own..	Own.....	½F...	TB....	40/11	TT...	TT...	9	Own..
Franklin.....11B	119	.....	32x6.00	B-L.....10"	SP....	1-1	9⅛	6¾	2	Own....	Eng..	3	3.62	m-Spi...	Own.....	½F...	SB....	52/11	Spr...	Spr...	9	Own..
Gardner.....6B	118	.....	31x5.25	B&B.....	SP....	2-1	9⅞	6¾	2	War....	Eng..	3	3.78	m-Cle...	Col.....	½F...	SB....	49/10	Spr...	Spr...	9	Col...
Gardner.....80	122	2340	30x6.00	B&B.....9Q	SP....	2-1	8⅛	6⅛	2	W-G....	Eng..	3	3.11	m-Cle...	Col.....	½F...	SB....	44/9	Spr...	Spr...	9⅜	N-P...
Gardner.....90	130	2520	32x6.00	B&B...10QL	SP....	2-1	9⅛	6¾	2	W-G....	Eng..	3	3.11	m-Cle...	Col.....	½F...	SB....	51/12°	Spr...	Spr...	9	.....
Hertz.....D-1	114	2920	30x5.77	Long....10A	MD...	3-2	7¾	5½	4	Det.....	Eng..	3	3.11	m-Spi...	Tim.....	½F...	SB....	44/9	Spr...	Spr...	7¾	Tim...
Hudson.....Super 6	127¾	.....	31x6.00	Own.....	SP....	2-1	Ck....	Ck....	Ck..	Own....	Eng..	3	3.04	m-Spi...	Own.....	½F...	SB....	49/12	Spr...	Spr...	9	Own..
Hupmobile.....A-1	114	.....	30x5.25	B&B.....	SP....	2-1	8⅛	6⅛	2	Det.....	Eng..	3	3.42	m-Mec..	Own.....	½F...	SB....	49/10	.....	Spr...	.....	BLC..
Hupmobile.....E-3	125	.....	32x6.00	Long.....	MD...	3-2	.....	.....	4	Det.....	Eng..	3	3.11	m-U-P..	Own.....	½F...	SB....	54/11°	Spr...	Spr...	.....	BLC..
Jordan.....R	107	.....	28x5.25	Long.....	SP....	1-1	.....	.....	2	War....	Eng..	3	3.06	m-Spi...	Col.....	½F...	Wo....	4.6°	Spr...	Spr...	8	Col...
Jordan.....J-1	116	2600	32x6.00	Long.....	SP....	2-1	9⅛	7⅛	2	War....	Eng..	3	3.12	m-Alm..	Tim.....	½F...	SB....	49/11°	Spr...	Spr...	8½	Tim...
Jordan.....AA	125½	.....	32x6.20	Det.....	SP....	1-1	9⅛	6⅞	2	Det.....	Eng..	3	3.12	m-Alm..	Tim.....	½F...	SB....	51/11	Spr...	Spr...	9½	Tim...
Kissel.....6-55	124	.....	32x6.00	B&B...10QL	SP....	2-1	9⅞	6¾	2	W-G....	Eng..	3	3.25	m-Spi...	Tim.....	½F...	TB....	45/11	Spr...	Spr...	9¾	Tim...
Kissel.....8-65	125°	.....	32x6.00	B&B...10QL	SP....	2-1	9⅛	6¾	2	W-G....	Eng..	3	3.11	m-Mec...	Tim.....	½F...	SB....	4.6°	Spr...	Spr...	9	Tim...
Kissel.....8-75	131°	.....	33x6.00	B&B.....	SP....	2-1	10⅛	6¾	2	W-G....	Eng..	3	.....	m-Spi....	Tim.....	½F...	TB....	44/9	Spr...	Spr...	9¾	Tim...
Kleiber.....	122	3000	32x6.20	B-L.....30B	MD...	4-4	8⅛	6¼	8	.....	.....	.....	.....	m-Spi...	Tim.....	½F...	SB....	.....	Spr...	.....	10	Tim...
Lincoln.....8	136	3755	33x5*	Own.....	MD...	7-8	7¾	5¾	12	Own....	Eng..	3	.....	m-Spi...	Tim.....	½F...	SB....	55/12	TT...	TT...	9½	Tim...
Locomobile....8-66	124	2180	30x5.77	Spi....98-327	SP....	2-1	9⅝	6⅛	8⅝	War....	SeU...	3	3.32	m-U-M..	Own.....	½F...	SB....	46/9°	Spr...	Spr...	9	N-P...
Locomobile....8-80	130	3800	32x6.00	B&B.....	SP....	2-1	.....	.....	.....	War....	Eng..	3	.....	m-Spi...	Sal.....	½F...	SB....	4.81	Spr...	Spr...	.....	.....
Locomobile.....48	142	4225	33x6.75	Own.....	SP....	1-2	13½	9¼	24⅝	War....	Eng..	4	4.0	m-U-M..	Ada.....	½F...	SB....	35/10	TT...	TA...	9	Own..
Locomobile.....90	138	4660	33x6.75	Own.....	SP....	1-2	13½	9¼	2	Own....	SeU...	3	3.32	m-Spi...	Eat.....	½F...	SB....	45/10	TT...	TA...	9	Eat...
Marmon.....Little	116	.....	29x5.25	.....	SP....	2-1	8⅞	5⅞	2	.....	Eng..	3	3.07	m-Alm..	.....	½F...	Hyp..	Var.....	Spr...	Spr...	.....	.....
Marmon.....E-75	136	3458	32x6.75	B&B....Spec	SP....	2-1	11⅛	7⅛	2	Own....	SeU...	3	3.37	m-Spi...	Own.....	¾F...	SB....	41/11°	TT...	TT...	9	B-L...
McFarlan.....St. 8	131	.....	33x6.20	B&B...11QL	SP....	2-1	10⅛	6¾	2	W-G....	Eng..	3	3.11	m-Cle...	Tim.....	½F...	SB....	51/10	TT...	TA...	8¾	Tim...
McFarlan.....TV	141¼	.....	33x6.75	B&B....FJS	SP....	2-1	13⅛	7¾	2	B-L....	SeU...	3	3.36	m°-Cle..	Tim.....	FF....	SB....	39/11	TT...	TA...	8¾	Tim...
Moon.....6-60	110	1840	29x4.75	B&B.....9Q	SP....	2-1	8⅛	6⅛	2	W-G....	SeU...	3	3.07	m-Spi...	Col.....	½F...	SB....	44/9	Spr...	Spr...	9	Col...
Moon.....Series A	113	2075	30x5.25	B&B.....10Q	SP....	2-1	9⅛	6¾	2	W-G....	SeU...	3	3.07	m-Spi...	Col.....	½F...	SB....	49/10	Spr...	Spr...	9	Col...
Nash.....Light 6	108	††	30x4.75	B&B.....9Q	SP....	2-1	8⅞	6⅛	2	Own....	Eng..	3	3.06	f-Thr....	Own.....	½F...	SB....	48/10	Spr...	Spr...	8¾	N-P...
Nash.....Spec. 6	112½	††	31x5.25	B&B.....10N	SP....	2-1	9⅛	6¾	2	Own....	Eng..	3	3.25	m-Own..	Own.....	½F...	SB....	4.89	Spr...	Spr...	8½	Own..

ABBREVIATIONS:

*—Balloon Tires at Extra Cost
**—Where two ratios are given, the first is at ends; the second at center of cam
††—Information not furnished
°—Others also
§—In Segments
A—Artillery
Ada—Adams
Alem—Alemite
Alm—Almetal
A-Z—Alemite-Zerk
Bass—Bassick
B&B—Borg & Beck
B-L—Brown-Lipe
Bim—Bimel
BLC—Brown Lipe Chapin
B-Fw—Both Internal and External Four Wheels
Ca—Cantilever
CAS—CAS Products
Ck—Cork Inserts
Cle—Cleveland
C&L—Cam and Lever
Col—Columbia
Cpl—Campbell
CR—Central Reservoir
Daw—Dawson
D—Disk
Det—Detroit
DH—Direct Hydraulic
DM—Direct Mechanical
DT—Double Transverse
Eat—Eaton
El—Elliott
Eng—Unit with Engine
Ex-Dr—External Driveshaft
Ex-Fw—External Four Wheels
ExRw—External Rear Wheel
½ E—½ Elliptic
½ F—½ Floating
¾ F—¾ Floating
f—Fabric
F—Fabric
FE—Full Elliptic
FF—Full Floating
Fire—Firestone
Gem—Gemmer
G&H—Guay & Haigh
Hay—Hayes
Hoo—Hoopes Bros. and Darlington
Hyd—Hydraulic
Hyp—Hypoid
I—"I" Section
InFw—Internal Four Wheels
In-Rw—Internal Rear Wheels
Jac—Jacox
Jax—Jaxon
Kel—Kelsey
m—Metal
M—Metal
MD—Multiple Dry Disk

Car Chassis

BRAKES							FRONT AXLE					STEERING GEAR				SPRINGS				FRAME		CHASSIS LUBRICATION		RIMS		WHEELS		MAKE AND MODEL
Foot				Hand												Front		Rear										
Type and Location	Braking Area (Sq. In.)	Application	Optional Four Wheel Brakes	Type and Location	Braking Area (Sq. In.)	Shackles Type	Make	Axle Section Type	Angle of Pivot Pin with Vertical (°)	Angle of Wheel Spindles with Horiz.(°)	Axle End Type	Make	Type	Ratio (to one) **	Minimum Turning Circle Diameter (Ft.)	Type	Length and Width (In.)	Type	Length and Width (In.)	Material	Make	Make	Type	Diameter and Width (Ins.)	Make	Type	Make	
B-Fw..	230	DM..	No..	Ex-Br..	37	M.	Col..	I..	7	2	RE.	Ross.	C&L..	Var....	30	½E.	38⅜x2	½E.	56¾x2	PS..	Smi..	Alem..	PG.	10x2¼	Fire..	A...	Bim..	Auburn.....6-66
B-Fw..	230	DM..	No..	Ex-Dr..	49¼	M.	Col..	I..	7	2	RE.	Ross.	C&L..	Var....	35	½E.	38⅜x2	½E.	56¾x2	PS..	Smi..	Alem..	PG.	19x2¼	Fire..	A...	Bim..	Auburn.....8-77
B-Fw..	292	DM..	No..	ExDr..	49¼	M.	Col..	I..	7	2	RE.	Ross.	C&L..	Var....	40	½E.	38⅜x2	½E.	56¾x2¼	PS..	Smi..	Alem..	PG.	19x2¼	Fire..	A...	Mot..	Auburn.....8-88
Ex-Fw.	270	DM..	No..	In-Rw..	98	M.	Own.	I..	7½	2½	RE.	Jac..	W&N.	15.15	37½	½E.	36¼x2	Ca..	48 x2½	PS..	Smi..	Zerk..	PG.	21x4	Jax..	A...	Jax..	Buick.....115
Ex-Fw.	350	DM..	No..	In-Rw..	132	M.	Own.	I..	7½	2½	RE.	Jac..	W&N.	16.2	41½	½E.	36⅞x2	Ca..	47⅝x2½	PS..	Smi..	Zerk..	PG.	21x4½	Jax..	A...	Jax..	Buick.....120
Ex-Fw.	350	DM..	No..	In-Rw..	132	M.	Own.	I..	7½	2½	RE.	Jac..	W&N.	16.2	43	½E.	36⅞x2	Ca..	47⅝x2½	PS..	Smi..	Zerk..	PG.	21x4½	Jax..	A...	Jax..	Buick.....128
B-Fw..	401	DM..	No..	In-Rw..	174	M.	Own.	I..	5	2½	RE.	Jac..	S&N..	16½	44	½E	42x2	½E.	60x2¼	St..	Own.	Alem..	PG.	21x6	Kel..	A...	Kel..	Cadillac.....314
Ex-Fw.	410	DH..	No..	Ex-Dr..	50	M.	Col..	I..	7	2	RE.	Ross.	C&L..	19-12½	50	½E.	39½x2	½E.	57x2½	PS..	Own.	Saal..	PG.	20x3	Fire..	A...	Mut.	Case.....Y
Ex-Fw.	315	DH..	No..	Ex-Dr..	50	M.	Col..	I..	7	2	RE.	Ross.	C&L..	19-12½	47	½E.	39 x2	½E.	54¾x2½	PS..	Own.	Saal..	PG.	20x3	Fire..	A...	Mut.	Case.....JIC
Ex-Fw.	311	DM..	No..	Ex-Dr..	38	M.	Own.	I..	0	2½	RE.	Gem.	W&S..	12¾	35	½E.	34x2	½E.	51 x2	PS..	Mid..	Bowen	CR.	21x4	Fire..	A...	Mot..	Chandler....Std. 6
Ex-Fw.	352	DM..	No..	Ex-Dr..	38	M.	Own.	I..	5	2½	RE.	CAS.	W&S..	11½	42	½E.	38⅛x2	½E.	54 x2	PS.	Mid..	Bowen	CR.	21x4	Fir..	A...	Bim..	Chandler....Spec. 6
Ex-Fw.	315	DM..	No..	Ex-Dr..	36¾	M.	Own.	I..	5¼	2¼	RE.	Own.	W&S..	14½	41	½E.	40¾x2	½E.	59¼x2¼	PS..	Own.	Bowen	CR.	21x4½	Jax..	A...	Mot..	Chandler.....Big 6
Ex-Fw.	315	DM..	No..	Ex-Dr..	36¾	M.	Own.	I..	0	2¼	RE.	Own.	W&S..	14½	41	½E.	40¾x2	½E.	59¼x2¼	PS..	Mid..	Bowen	CR.	21x4½	Jax..	A...	Mot..	Chandler.....St. 8
Ex-Rw.	136	DM..	No..	In-Rw..	70	M.	Own.	I..	0	...	El..	Own.	W&W.	.....		½E.		½E.	54 x	PS.		Alem..	PG.	.....	D....		Chevrolet.....AA
Ex-Rw.	103	DM..	No..	Ex-Dr..	49¼	M.	Own.	I..	7	2	RE.	Gem.	W&S.	10	40	½E.	35½x1¾	½E.	53½x1¾	PS.	Smi..	Zerk..	PG.	20x4	Kel..	A...	Kel..	Chrysler.....50
Ex-Fw.	203	DH..	No..	Ex-Dr..	24⅝	M.	Own.	I..	7	2	RE.	Ross.	C&L..	14	41	½E.	36 x2	½E.	53 x2	PS.	P&B.	Zerk..	PG.	18x4	Kel..	A...	Kel..	Chrysler.....60
Ex-Fw.	202	DH..	No..	Ex-Dr..	49¼	M.	Own.	T..	7	2	RE	Gem.	W&S.	14	41	½E.	35x1¾	½E.	51⅝x2	PS.	Smi..	Zerk..	PG.	18x4	Fir..	A...	Mot°	Chrysler.....70
Ex-Fw.	281	DH..	No..	Ex-Dr..	49¼	R..	Own.	T..	6	8	RE.	Ross.	C&L.	14	44°	½E.	41½x2¼	½E.	58 x2¼	PS.	Smi..	Zerk°	PG.	18x4½	Kel..	A...	Kel..	Chrysler.....80
In-Fw..	308	SM..	No..	In-Fw.	368	M.	Tim..	I..	6	2	RE.	Ross	C&L.	17-14½	46	½E.	40 x2½	¾E.	62 x2½	PS.	P&B.	Alem..	PG.	21x5	Fire..	O..	Opt..	Cunningham....V-7
Ex-Fw.	.....	DH..	No..	Ex-Dr..	.....	M.	Col..	I..	.....	.....	.....	Ross.	C&L.	.....	.....	½E.	.....	½E.	52 x4	PS.	Smi..	Alem..	PG.	20x	Mot..	D....	Mot..	Davis.....92-27
Ex-Fw.	.....	DH..	No..	Ex-Dr..	.....	M.	Col..	I..	.....	.....	.....	Ross.	C&L.	.....	.....	½E.	.....	½E.	51½x	PS.	Smi..	Alem..	PG.	.....	Mot..	D....	Mot..	Davis.....94-27
Ex-Fw.	.....	DH..	No..	Ex-Dr..	.....	R..	Eat..	I..	.....	.....	RE.	Ross.	C&L.	.....	.....	½E.	37 x2	½E.	57¾x2¼	PS.	P&B.	Dot..	PG.	20x4	WW.	W..	WW.	Delling Steam.....
Ex-Fw.	363	DH..	No..	Ex-Dr.	48	M.	Col..	I..	7	2	RE.	Ross.	C&L.	15½-12	50	½E.	36 x2	½E.	54¼x2	PS.	Mid..	Alem..	PG.	20x4	Fire..	A..	Mut.	Diana.....St. 8
Ex-Rw.	176	DM..	No..	In-Rw..	122	M.	Own.	I..	0	2½	El..	Gem.	W&S..	10	44	½E.	37 x2	½E.	55 x2	PS.	Own.	Zerk..	PG.	21x4	Kel..	A,D	Var..	Dodge Brothers.....
Ex-Fw.	288	DH..	No..	Ex-Dr.	30	R..	Col..	I..	2	0	RE.	Ross.	C&L.	12½-9	50	½E.	40 x2	½E.	60 x2½	PS.	Mid..	A-Z..	PG.	20x4½	Fire..	A...	StM.	duPont.....E
Ex-Fw.	168	DH..	No..	Ex-Dr..	36½	F..	Sal..	I..	7	1½	RE.	Ross.	C&L.	15½-12	39	½E.	31 x2	½E.	51 x2¼	PS.	Mid..	.....	OC.	18x4	Hay..	A...	Hay..	Elcar.....6-70
E-xFw.	244	DH..	No..	Ex-Dr..	49¼	F..	Sal..	I..	6	2½	RE.	Ross.	C&L.	Var....	39	½E.	38 x2	½E.	55⅞x2¼	PS.	Mid..	Alem..	PG.	18x4	Hay..	A...	Hay..	Elcar.....8-82
Ex-Fw.	320	DH..	No..	Ex-Dr.	49¼	M.	Sal..	I..	7	1½	RE.	Ross.	C&L.	17-14½	46	½E.	38 x2	½E.	58 x2½	PS.	Mid..	Bowen	CR.	20x4	Hay..	A...	Hay..	Elcar.....8-90
In-Fw.	126	DM..	No..	In-Fw.	126	...	Tim..	I..	6	2	El..	Gem.	C&L.	10	36	½E.	36 x1¾	½E.	52 x1¾	PS.	.....	Alem..	PG.	20x3¼	Kel..	A...	Kel..	Erskine.....6
Ex-Rw.	138	DM..	No..	In-Rw.	123	M.	Own.	I..	0	2	El..	Own.	W&W.	7½	40	½E.	36 x2	½E.	54⅞x2	PS.	Own.	Own..	OW.	21x4	Jax..	A...	Mot..	Essex.....Super 6
In-Fw.	224	SM..	No..	In-Rw..	112	M.	.....	I..	.....	.....	.....	.....	W&W	.....	.....	½E.	34½x1¾	¼E.	51¾x1¾	PS.	Own.	.....	PG.	.....	.....	.....	.....	Falcon-Knight.....
Ex-Rw.	138	DM..	No..	Ex-Dr..	43	R..	Own.	I..	0	2	RE	Own.	W&W.	10	37½	½E.	35 x2	½E.	52 x2	PS.	Own.	Zerk..	PG.	20x4	Hay..	A...	Hay..	Flint.....Z-18
In-Fw.	188	DH..	No..	Ex-Dr..	10⅝	M.	Own.	I..	6½	9	RE.	Ross.	C&L..	14½-12	42	½E.	36 x2	½E.	51½x2	PS.	P&B.	Zerk..	PG.	20x4½	Hay..	A...	Hay..	Flint.....60
In-Fw.	188	DH..	No..	Ex-Dr..	41	M.	Own.	I..	6½	9	RE.	Ross.	C&L.	14¾-12¼	43	½E.	36½x2	½E.	55 x2	PS.	P&B.	Zerk..	PG.	20x4½	Hay..	A...	Hay..	Flint.....80
Ex-Dr..	42¾	DM..	No..	In-Rw..	95	M.	Own.	I..	5½	2	El..	Own.	Pla...	5	38½	T½E	31¼x1½	T½E	43½x2	PS.	Own.	Own..	OG.	21x2.6	Kel..	A...	Kel..	Ford.....T
Ex-Dr..	84	DM..	No..	Ex-Rw.	112	M.	Own.	T..	0	2	El..	Own.	W&W.	8	39	FE..	36 x1¾	FE..	38 x1¾	Wd.	Own.	Zerk..	PG.	20x4	Rub..	A...	Hoo..	Franklin.....11
In-Fw.	221	DM..	No..	In-Rw..	.....	M.	Col..	I..	7	.....	RE.	Ross.	C&L..	.....	36.	½E.	38x2	½E.	57 x2¼	PS.	Mid..	Alem..	PG.	20x....	Jax..	A...	Mot..	Gardner.....6B
In-Fw.	200	DM..	No..	Ex-Dr..	37⅛	M.	Col..	I..	7	2	RE.	Ross.	C&L.	15½-12	40	½E.	36x2	½E.	54 x2¼	PS.	Mid..	Bass..	PG.	18x2¾	Fire..	A...	Mot..	Gardner.....80
In-Fw.	200	DM..	No..	Ex-Dr..	37⅛	M.	Col..	I..	7	2	RE.	Ross.	C&L.	17-14½	43	½E.	38 x2	½E.	57 x2¼	PS.	Mid..	Alem..	PG.	20x2¾	Fire..	D...	Mot..	Gardner.....90
In-Fw.	300	DM..	No..	Ex-Dr..	45.8	M.	Tim..	I..	6	2½	RE.	Ross.	C&L.	15½-12	37⅓	½E.	38⅜x2¼	½E.	57½x2¼	PS.	Mid..	Alem..	PG.	20x2.4	Fire..	D...	Mot..	Hertz.....D-1
In-Fw.	305	SM..	No..	In-Rw..	153	M.	Own.	I..	.....	.....	El..	Gem.	W&S..	11½	49	½E.	39 x2¼	½E.	57½x2¼	PS.	Own.	Own..	OW.	19x4½	Fire..	A...	Mot..	Hudson....Super 6
B-Fw..	249	M&S.	No..	Ex-Rw.	132	M.	Own.	I..	.....	.....	.....	Ross.	C&L..	.....	37	½E.	37 x2	½E.	54 x2	PS.	.....	Alem..	PG.	20x	Kel..	A...	Kel..	Hupmobile.....A-1
Ex-Fw.	282	DH..	No..	Ex-Dr.	45¼	M.	Own.	I..	.....	.....	.....	Ross.	C&L.	.....	.....	½E.	37 11/16x2	½E.	56½x2	PS.	Smi..	Alem..	PG.	20x5	Kel..	A,D	Var..	Hupmobile.....E-3
Ex-Fw.	238	DH..	No..	Ex-Dr..	32	M.	Col..	I..	.....	.....	El..	Gem.	W&S.	13	.....	½E.	36 x2	½E.	55¼x2	PS.	P&B.	Alem..	PG.	18x4	Fire..	A...	Mot..	Jordan.....R
Ex-Fw.	361	DH..	No..	Ex-Dr..	63	M.	Tim..	I..	.....	.....	El..	Gem.	W&W.	11½	.....	½E.	37 x2	½E.	55¾x2	PS.	Mid..	Alem..	PG.	20x4	Mot..	A...	Mot..	Jordan.....J-1
Ex-Fw.	361	DH..	No..	Ex-Dr..	63	M.	Tim..	I..	.....	.....	El..	Gem.	W&W.	11½	.....	½E.	37 x2	½E.	55¾x2	PS.	Mid..	Alem..	PG.	20x4½	Fire..	A...	Mot..	Jordan.....AA
Ex-Fw.	314	DH..	No..	Ex-Dr..	51	R..	Tim..	I..	.....	.....	RE.	Ross.	C&L.	Var....	.....	½E.	40 x2¼	½E.	60 x2¼	PS.	Smi..	Daw..	PG.	21x4½	Fire..	A...	Bim..	Kissel.....6-55
Ex-Fw.	313	DH..	No..	Ex-Dr..	51	R..	Tim..	I..	.....	2..	RE.	Ross.	C&L.	Var....	.....	½E.	40 x2¼	½E.	60 x2¼	PS.	Smi..	Alem..	PG.	20x4½	.....	A...	.....	Kissel.....8-65
Ex-Fw.	314	DH..	No..	Ex-Dr..	51	R..	Tim..	I..	.....	.....	.....	Ross.	C&L.	Var....	.....	½E.	40 x2¼	½E.	60 x2¼	PS.	.....	Daw..	PG.	21x4½	Fire..	A...	Bim..	Kissel.....8-75
.....	.....	.....	.....	.....	.....	.....	Tim..	I..	.....	.....	.....	Ross.	C&L.	17-14½	.....	½E.	58 x2	½E.	52 x2¼	PS.	Mid..	Alem..	PG.	20x	Fire..	.....	.....	Kleiber.....
In-Fw.	267	DM..	No..	Ex-Rw.	204	M.	Tim..	I..	6	2½	El..	Own.	W&S.	15	45	½E.	39 2¼	½E.	60 x2½	PS.	Own.	Alem..	PG.	23x3½	Kel..	A...	Kel..	Lincoln.....8
In-Fw.	233	SM..	No..	In-Rw..	116¼	R..	Own.	I..	7	2½	RE.	Ross.	C&L.	15½-12	44	½E.	37 3/16x2	½E.	55⅝x2	PS.	Mid..	Zerk..	PG.	20x3⅜	Hay..	A...	Hay..	Locomobile....8-66
In-Fw.	313	SM..	No..	In-Rw..	156	R..	Sal..	I..	.....	.....	RE.	Ross.	C&L.	.....	.....	½E.	37 3/16x2	½E.	58 x2¼	PS.	.....	Zerk..	PG.	.....	.....	A...	.....	Locomobile....8-80
B-Fw.	422	DM..	No..	In-Rw.	148	M.	Own.	I..	7½	1½	RE.	Ross.	C&L.	22-14	57	½E.	40 x2	¾E.	50 x2¼	PS.	P&B.	Zerk..	PG.	21x3¾	Fire..	A...	PJon.	Locomonile.....48
In-Fw.	360	SM..	No..	In-Rw..	180	M.	Eat..	I..	7	2	RE.	Ross.	C&L.	17-14½	48	½E.	40 x2¼	½E.	60 x2½	PS.	Mid..	Zerk..	PG.	21x3¾	Fire..	A...	Hay..	Locomobile.....90
In-Fw.	290	SM..	No..	In-Fw.	290	R..	.....	I..	7	9	RE.	.....	C&L.	.....	36	½E.	38 x1¾	½E.	56 x1¾	PS.	Own.	None..	No.	19x	Hay..	A...	Hay..	Marmon.....Little
In-Fw.	360	DM..	No..	In-Rw.	180	M.	Own.	I..	8¼	2¼	RE	Gem.	W&R	20	44	½E.	39 1/16x2	DT.	45 x2½	PS.	Own.	Bowen	CR.	20x4½	Fire..	A...	Hay..	Marmon.....E-75
Ex-Fw.	361	DH..	No..	Ex-Dr.	50¼	M.	Tim..	I..	6	2½	....	Ross.	C&L.	Var....	49	½E.	39 x2	½E.	58½x2¼	PS.	Hyd.	Bowen	CR.	21x4½	Fire..	A...	Bim..	McFarlan.....St.3
Ex-Fw.	495	DH..	No..	In-Rw.	245	M.	Tim..	I..	6	2½	....	Ross.	C&L.	Var....	55	½E.	40 x2¼	½E.	64 x2½	PS.	Sav.	Bowen	CR.	21x4½	Fire..	A...	Bim..	McFarlan.....TV
Ex-Fw.	200	DH..	No..	Ex-Dr..	36	M.	Col..	I..	7	2	RE.	Ross.	C&L.	15½-12	36	½E.	36 x2	½E.	54 x2	PS.	Mid..	Alem..	PG.	20x4	Jax..	A...	Mot..	Moon.....6-60
Ex-Fw.	363	DH..	No..	Ex-Dr.	36	M.	Col..	I..	7	2	RE.	Ross.	C&L.	15½-12	47	½E.	36 x2	½E.	54 x2	PS.	Mid..	Alem..	PG.	20x4	Jax..	D...	Mot..	Moon.....Series A
B-Fw..	193	DM..	No..	Ex-Dr..	28	M.	Own.	I..	0	2	RE.	Ross.	C&L.	15½-12	38	½E.	36 x2	½E.	50½x2	PS.	Mur.	Alem..	PG.	21x3½	Budd	D...	Budd	Nash.....Light 6
B-Fw..	254	DM..	No..	Ex-Dr..	33¾	M.	Own.	I..	0	2	RE.	Gem.	W&S.	14	36	½E.	38 x2	½E.	54 x2	PS.	Own.	Alem..	PG.	21x3⅜	Budd	D...	Budd	Nash.....Spec. 6

Mec—Mechanics
Mid—Midland
MO—Multiple Disk in Oil
Mot—Motor Wheel
M&S—Mechanical Rear, Servo Front
Mur—Murray
Mut—Mutual
NP—New Process
O—Optional
OC—Oil Cups
OG—Oil and Grease Cups
OW—Oil Cups with Wick Feed
Opt—Optional
PG—Pressure Gun
PJon—Phineas Jones
PS—Pressed Steel
P&B—Parish & Bingham
Pet—Peters
Pic—Pick
Pla—Planetary
R—Rubber
RE—Reverse Elliott
Rock—Rockford
Rub—Rubsam
S&N—Screw and Nut
Sal—Salisbury
Sav—Savage
SB—Spiral Bevel
SeU—Separate Unit
SM—Servo Mechanism
Smi—Smith
Sne—Snead
SP—Single Dry Plate
Spec—Special
Spi—Spicer
Spr—Springs
St—Steel
St-M—St. Marys
T—Tubular
TA—Torque Arm
TB—Straight Bevel
TT—Torque Tube
T½E—Transverse Semi-Elliptic
Thr—Thermoid
Tim—Timken
U-M—Universal Machine
U-P—Universal Products
Var—Varies
W—Woven into Disk (Clutch)
W—Wire (Wheels)
War—Warner Corp.
W-G—Warner Gear
Wd—Wood
Wo—Worm
W&N—Worm and Nut
W&R—Worm and Roller
W&S—Worm and Sector
W&W—Worm and Wheel
WW—Wire Wheel Corp.

American Passenger

MAKE AND MODEL	GENERAL			CLUTCH						GEARSET				Universals Type and Make	REAR AXLE							
							Facings															
	Wheelbase (In.)	Chassis Weight (Lb.)	Tire Size	Make and Model	Type	Number of Driving and Driven Disks	Minimum Dia. (In.)	Maximum Dia. (In.)	Number	Make	Location	Number of Forward Speeds	Low Gear Ratio		Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Minimum Road Clearance (In.)	Differential Make
Nash.....Advd. 6	121°	††	33x6.00	B&B....11X	SP....	2-1	10⅞	6¾	2	Own....	Eng...	3	3.25	m-Own..	Own....	½F...	SB....	45/10	Spr...	Spr...	10	Own...
Oakland.....6	113	2030	30x5.25	Own.....	SP....	1-2	8⅞	5½	2	Mun....	Eng...	3	3.0	m-Mec..	Own....	½F...	SB....	52/11	Spr...	Spr...	9¼	BLC...
Oldsmobile.....30E	110½	.....	30x5.25	B&B.....	SP....	2-1	8⅞	6⅛	2	Mun....	Eng...	3	.....	f-Gdr...	Own....	½F...	SB....	52/11	Spr...	Spr...	9¼	BLC...
Overland "4" Whip't	100¼	1450	28x4.75	B&B....8Q	SP....	2-1	7⅛	5⅛	2	Own....	Eng...	3	3 24	m-Mec..	Own....	½F...	SB....	41/9	Spr...	Spr...	8½	Own...
Overland "6" Whip't	109½	.....	29x4.75	B&B....9QL	SP....	2-1	8⅞	6⅛	2	Own....	Eng...	3	3.62	m-Mec.	Own....	½F...	SB....	46/9	Spr...	Spr...	8½	Own...
Packard.....6	126°	2945°	33x5.77	Own.....	MD...	3-2	9¾	6¼	4	Own....	Eng...	3	2.99	m-Mec..	Own....	½F...	Hyp...	4.67	Spr...	Spr...	9¾	Own...
Packard.....8	136°	3450°	33x6.75	Own.....	MD...	3-2	9¾	6¼	4	Own....	Eng...	3	2.99	m-Mec..	Own....	½F...	Hyp...	4.33	Spr...	Spr...	9¾	Own...
Paige.....6-45	109	1910	30x5.25	Rock...9HH	SP....	2-1	8⅞	5¾	2	War....	Eng...	3	3.07	m-Mec..	Sal.....	½F...	SB....	49/11	Spr...	Spr...	8¾	N-P...
Paige.....6-65	115	2435	31x5.25	Long....10A	MD...	2-2	7¾	5¾	4	W-G....	Eng...	3	3.11	m-Mec..	Sal.....	½F...	SB....	49/11	Spr...	Spr...	9¼	N-P...
Paige.....6-75	125	2685	32x6.00	Long....10A	MD...	2-2	7¾	5¾	4	W-G....	Eng...	3	3.11	m-Mec..	Sal.....	½F...	SB....	53/11	Spr...	Spr...	8¾	N-P...
Paige.....8-85	131½	††	30x6.75	Long....10A	MD...	2-2	7¾	5¾	4	††	Eng...	4	4.13	m-Mec..	Sal.....	½F...	SB....	48/13	Spr...	Spr...	8¾	N-P...
Peerless.....6-60	116	.....	29x5.25	B&B....10	SP....	2-1	9⅞	6¾	2	.....	Eng...	3	3.11	m-.....	Col.....	½F...	SB....	40/9	Spr...	Spr...	.....	Col...
Peerless.....6-80	116	2090	32x6.00	B&B....10QL	SP....	2-1	9⅞	6¾	2	Det....	Eng...	3	3.11	m-Spi...	Col.....	½F...	SB....	49/11°	Spr...	Spr...	††	Col...
Peerless.....6-90	120	.....	32x6.00	B&B....11QL	SP....	2-1	10⅞	6¾	2	Det....	Eng...	3	3.11	m-Spi...	Col.....	½F...	SB....	49/11°	Spr...	Spr...	††	Col...
Peerless.....6-72	126½°	2670°	33x6.00	B&B....11QL	SP....	2-1	10⅞	6¾	2	Own....	Eng...	3	3.33	m-Spi...	Eat.....	½F...	SB....	53/12	††	TA...	††	Eat...
Peerless.....8-69	133½°	3070	33x6.20	B&B....11QL	SP....	2-1	10⅞	6¾	2	Own....	Eng...	3	3.33	m-Spi...	Eat.....	½F...	SB....	53/12	††	TA...	††	Eat...
Pierce Arrow.....80	130	2620	32x5.77	B&B....12"	SP....	2-1	11⅞	7¼	2	B-L....	Eng...	3	3.33	m-Spi...	Tim.....	½F...	SB....	49/11	Spr...	TA...	9½	Tim...
Pierce Arrow.....36	138 *	3555	33x6.75	Own.....	MD...	8-7	11	8¼	8	Own....	SeU...	3	3.45	m-Spi...	Own....	½F...	SB....	60/14	Spr...	TA...	9	Own...
Pontiac.....6	110	1715	29x4.75	Own.....	SP....	1-2	9	6¼	2	Own....	Eng...	3	3.33	m-Own..	Own....	½F...	SB....	46/11	TT...	TT...	8¾	B-L...
Reo.....A	121	.....	30x6.20	Long..CM974	SP....	2-1	9¾	6¼	2	Own....	Eng...	3	3.26	m-U-P..	Own....	½F...	SB....	4.58°	Spr...	Spr...	8½	Own...
Rickenbacker..6-70	118½	††	32x6.00	Long.....9C	SP....	2-1	9¾	6¼	2	Mec....	SeU...	3	3.07	m-Mec..	Col.....	½F...	SB....	47/10	Spr...	Spr...	10	B-L...
Rickenbacker..8-80	119½	††	32x6.00	Long.....9C	SP....	2-1	9¾	7	2	Mec....	SeU...	3	3.07	m-Mec..	Col.....	½F...	SB....	47/10	Spr...	Spr...	10	B-L...
Rickenbacker..8-90	136	††	33x6.00	Long....11C	SP....	2-1	11½	7½	2	War....	SeU...	3	3.11	m-Mec..	Col.....	½F...	SB....	47/10	Spr...	Spr...	10	B-L...
Roamer.....8-78	120	1700	32x6.00	B&B.....9Q	SP....	2-1	8⅞	6⅛	2	W-G....	Eng...	3	.....	m-Mec..	Sal.....	½F...	SB....	49/11	Spr...	Spr...	11¼	Sal...
Roamer.....8-88	136	2100	32x6.25	Jones..C-9-S	SP....	††	10	6¾	2	Dur....	Eng...	3	.....	m-Mec..	Tim.....	½F...	SB....	51/11	Spr...	.....	11¼	Tim...
Rolls Royce.....	143½	3700	33x5*	Own.....	Co....	1-1	14½	3¼	....	Own....	SeU...	3	4.00	m-Own..	Own....	FF...	SB....	52/14	TT...	TT...	9	Own...
Star.....4	103	1575	30x3½°°	Own.....	SP....	-1	9½	6½	2§	Own....	SeU...	3	3.32	m-Spi...	Own....	½F...	SB....	39/8	Spr...	Spr...	9⅞	Own...
Star.....6	107	1680	30x4.75	Own.....	SP....	-1	9½	6½	2§	Own....	SeU...	3	3.32	m-Spi...	Own....	½F...	SB....	39/8	Spr...	Spr...	9⅜	Own...
Stearns.....F6-85	137	4285	32x6.75	B&B....11Q	SP....	2-1	11¾	8¼	2	Own....	Eng...	3	3.01	m-Mec..	Tim.....	½F...	Wo....	5.1°	Spr...	Spr...	8½	Tim...
Stearns.....G-8	137	.....	32x6.75	Long.....:.	MD...	2-2	9¾	6¼	4	Own....	Eng...	3	3.01	m-Mec..	Tim.....	½F...	Wo....	4.5	Spr...	Spr...	8½	Tim...
Studebaker...Std. 6	113	2345	31x5.25	Own.....	SP....	2-1	10	7½	2	Own....	Eng...	3	3.24	f-Thr...	Own....	½F...	SB....	46/11	Spr...	Spr...	.....	Own...
Studebaker..Spec. 6	120	.....	32x6.00	Own.....	SP....	2-1	12	8¾	2	Own....	Eng...	3	3.24	m-Spi...	Own....	½F...	SB....	48/11	Spr...	Spr...	.....	Own...
Studebaker....Big 6	127°	2980°	32x6.75°	Own.....	SP....	2-1	12	8¾	2	Own....	Eng...	3	3.24	m-Spi...	Own....	½F...	SB....	49/12°	Spr...	Spr...	.....	Own...
Stutz.....AA	131°	3212	32x6.20	B&B...11QL	SP....	2-1	10⅞	6¾	2	Det....	Eng...	3	3.11	m-Mec.	Tim.....	½F...	Wo....	5°	Spr...	Spr...	8½	Tim...
Velie.....Std. 50	112	.....	29x4.95	B&B.....9Q	SP....	2-1	8⅞	6⅛	2	W-G....	Eng...	3	3.0	m-Cle...	Own....	½F...	SB....	47/10	Spr...	Spr...	8½	Wrr...
Velie.....Spec. 60	118	.....	30x5.25°	B&B....10Q	SP....	2-1	9⅞	6¾	2	Mec....	Eng...	3	3.06	m-Cle...	Own....	½F...	SB....	47/10	Spr...	Spr...	8	Wrr...
Wills Ste. C.....T6	127	2250	32x6.20	Own.....	SP....	....	No....	No....	W..	Own....	Eng...	3	.....	m-Spi...	Tim.....	½F...	SB....	49/11	Spr...	Spr...	8	Tim...
Willys Knight..66-A	126	2850	32x6.20	B&B....11QL	SP....	2-1	10⅞	6¾	2	Own....	Eng...	3	3.21	m-Mec..	Own....	¾F...	SB....	47/10	Spr...	Spr...	8¾	Own...
Willys Knight..70-A	113¼	2296	32x6.00	B&B....9QL	SP....	2-1	8⅞	6⅛	2	Own....	Eng...	3	3.15	m-Mec.	Own....	½F...	SB....	5.11	Spr...	Spr...	8 5/16	Own...

ABBREVIATIONS:
*—Balloons or 4-Wheel Brakes at Extra Cost
**—Where two ratios are given first is at ends, second at center of cam
†—With Vacuum Booster
††—Information not furnished
§—In Segments
°—Others also
A—Artillery
Alem—Alemite
AmW—American Wheel
B&B—Borg & Beck
B-L—Brown-Lipe
Bim—Bimel
BLC—Brown Lipe Chapin
B-Fw—Internal Front and external Rear Wheel
Ca—Cantilever
Cle—Cleveland
C&L—Cam and Lever
Co—Cone
Col—Columbia
CR—Central Reservoir
D—Disk
Det—Detroit
DH—Direct Hydraulic
DM—Direct Mechanical
Dur—Durston
½E—Semi-Elliptic
Eat—Eaton
El—Elliott
Eng—Unit with Engine
Ex-Dr—External Driveshaft
Ex-Fw—External Four Wheels
ExRw—External Rear Wheel
f—Fabric
F—Fabric
½F—Semi-Floating
¾F—¾-Floating
FE—Full Elliptic
FF—Full Floating
Fire—Firestone
Gdr—Goodrich
Gem—Gemmer
Han—Hannum
Hay—Hayes
Hoo—Hoopes Bros.
HS—Hyolrostatic
Hyd—Hydraulic
Hyp—Hypoid
I—"I" Section
InFw—Internal Four Wheels
In-Rw—Internal Rear Wheels
Jac—Jacox
Jax—Jaxon
Kel—Kelsey
M—Metal
m—Metal
MD—Multiple Disk

American Electric

MAKE AND MODEL	GENERAL								BATTERY						PERFORMANCE	
	Body Type	Number of Passengers	Price Complete	Price Without Battery	Wheelbase (Ins.)	Tread (Ins.)	Tire Size (Ins.)	Weight Complete (Lbs.)	Make	Model	Price	Voltage	Ampere Hour Capacity	Location	Miles per Charge with Full Load	Speed with Full Load (M.P.H.)
Detroit.....97	Coupe.....	4	$2800	$2500	100	56	32x4	3385	Own.....	Thin Plate...	400	84	153	½UH & ½RC...	80-100	26
Rauch & Lang.....	Taxicab.....	5	2900	2550	112	56	25x5.77	4775	Philco.....	PX.....	.....	.....	180	½UH & ½RC...	60-100	25
Rauch & Lang. B-6B	Brougham.....	4	42x0	Var.....	102	56	32x4½	4200	Phila.....	PX.....	Var...	95	180	½UH & ½RC...	60-100	25-28
Rauch & Lang. S-6B	Sedan.....	4	5000	Var.....	102	56	32x4½	Var.....	Phila..‡...	PX.....	Var...	.....	180	½UH & ½RC...	60-100	25-28

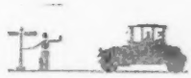
ABBREVIATIONS:
Art—Artillery
Gen. Elec.—General Electric
Phila.—Philadelphia
Tor Arm—Torque Arm
Under F—Under Floor
Under S—Under Seat
Unit with J. S—Unit with Jackshaft

Car Chassis—Continued

BRAKES							FRONT AXLE					STEERING GEAR				SPRINGS				FRAME		CHASSIS LUBRICATION		RIMS		WHEELS		MAKE AND MODEL
Foot				Hand												Front		Rear										
Type and Location	Braking Area (Sq. In.)	Application	Optional Four Wheel Brakes	Type and Location	Braking Area (Sq. In.)	Shackles Type	Make	Axle Section Type	Angle of Pivot Pin with Vertical (°)	Angle of Wheel Spindles with Horiz.(°)	Axle End Type	Make	Type	Ratio (to one)**	Minimum Turning Circle Diameter (Ft.)	Type	Length and Width (In.)	Type	Length and Width (In.)	Material	Make	Make	Type	Diameter and Width (Ins.)	Make	Type	Make	
B-Fw..	350	DM..	No..	Ex-Dr..	57½	M.	Own.	I..	0	2	RE.	Gem.	W&R.	18	50	½E.	39½x2	½E.	56½x2¼	PS.	Own.	Alem..	PG.	21x3¾	Budd	D...	Budd	**Nash** Avd. 6
Ex-Fw.	259	DM..	No.	Ex-Dr..	41¼	M.	Own.	I..	7½	2½	RE.	Jac..	S&N..	15	41⅛	½E.	36 x2	½E.	52½x2	PS.	Smi..	Zerk..	PG.	20x4	Jax..	A...	Mot..	**Oakland** 6
B-Fw..	....	DM..	No..	Ex-Rw.	130	..	Own.	....	....	....	....	Jac..	S&N.	.....	....	....	....	½E.	50½x	PS.	Smi..	Alem..	PG.	20x4	Jax..	A...	Mot..	**Oldsmobile** 30E
In-Fw..	178	DM..	No..	In-Rw..	89.1	M.	Own.	I..	7½	2	RE.	Own.	W&G.	8½	34	½E.	33 x1¾	½E.	49 x1¾	PS.	Own.	Own..	OG.	19x3½	Hay..	A...	Hay..	**Overland "4" Whip't**
B-Fw..	201	DM..	No..	Ex-Rw.	112	M.	Own.	I..	7½	2½	RE.	Own.	W&G	8½	37¼	½E.	34½x1¾	½E.	51¾x1¾	PS.	Own.	Alem.	PG.	20x4	Hay..	A...	Hay..	**Overland "6" Whip't**
In-Fw.	304	DM..	No..	In-Rw..	152	M	Own.	I..	8½	1½	RE.	Own.	W&S.	15	49°	½E.	38 x2	½E.	56 x2¼	PS.	.....	Bijur..	CR.	.....	.....	D...	Budd	**Packard** 6
In-Fw..	353	DM..	No..	In-Rw..	176	M.	Own.	I..	8½	1½	RE.	Own.	W&S.	15	54°	½E.	38 x2	½E.	56 x2¼	PS.	.....	Bijur..	CR.	.....	.....	D...	Budd	**Packard** 8
Ex-Fw.	172	DH..	No..	Ex-Dr..	37⅛	M	Sal..	I..	....	....	RE.	Gem.	W&S.	10	37	½E.	36 x2	½E.	54 x2	RS.	.....	Zerk..	PG.	20x4	Jax..	A...	Mot..	**Paige** 6-45
Ex-Fw.	203	DH..	No..	Ex-Dr..	49¼	M	Sal..	I..	.....	.....	RE.	Gem.	W&S.	14	44	½E.	36 x2	½E.	54 x2¼	RS.	.....	Zerk..	PG.	21x4	Jax..	A...	Mot..	**Paige** 6-65
Ex-Fw.	243	DH..	No..	Ex-Dr..	49¼	M	Sal..	I..	.....	.....	RE.	Gem.	W&S.	14	44	½E.	38 x2	½E.	58 x2¼	RS.	.....	Zerk..	PG.	20x4½	Jax..	A...	Mot..	**Paige** 6-75
Ex-Fw.	243	DH..	No..	Ex-Dr..	49¼	M	Sal..	I..	††	††	RE.	Gem.	W&S.	18	44	½E.	38 x2	½E.	58 x2¼	RS.	††	Zerk..	PG.	20x4½	Jax..	A...	Mot..	**Paige** 8-85
Ex-Fw.	....	DH..	No..	Ex-Dr..	....	M	.....	.....	.....	.....	.....	Ross.	C&L.	.....	....	½E.	37¾x1¾	½E.	54½x2	PS.	.....	.....	.....	19x	....	A	.....	**Peerless** 6-60
Ex-Fw.	282	DH..	No..	Ex-Dr..	34	M	Col..	I..	7	2	RE.	Ross.	C&L..	Var....	††	½E.	37½x2	½E.	54 x2¼	PS.	††	Alem..	PG.	20x4	Fire..	A°	Mot..	**Peerless** 6-80
Ex-Fw.	282	DH..	No..	Ex-Dr..	34	M	Col..	I..	7	2	RE.	Ross.	C&L.	Var....	††	½E.	37½x2	½E.	54 x2¼	PS.	††	Alem..	PG.	20x4	Fire.	A.	Mot..	**Peerless** 6-90
Ex-Fw.	252	DH..	No..	In-Rw..	136	M	Eat..	I.	††	††	RE.	Ross.	C&L.	Var....	††	½E.	38 x2	½E.	56 x2¼	PS.	††	Alem..	PG.	21x5	Fire.	A.	††	**Peerless** 6-72
Ex-Fw.	342	DH..	No..	In-Rw..	148	M.	Eat..	I.	7½	2	RE.	Ross.	C&L.	19–12½	††	½E.	38 x2	½E.	56 x2¼	PS.	††	Alem..	PG.	21x5	Fire..	D...	Mot..	**Peerless** 8-69
In-Fw..	260	DM..	No..	In-Rw..	130	M.	Eat..	I..	0	3	RE.	Gem.	W&S.	12	43	½E.	38 x2	½E.	56½x2¼	PS.	P&B.	Zerk..	PG.	21x4½	Rub..	A...	Hoo..	**Pierce Arrow** 80
In-Fw..	314	DM‡	No..	In-Rw..	184	M.	Own.	I..	0	3	RE.	Gem.	W&R.	18	45	½E.	40½x2	½E.	61¼x2¾	PS.	P&B.	Zerk..	PG.	21x5	Hay..	A...	Own.	**Pierce Arrow** 36
Ex-Rw.	136	DM..	No..	In-Rw..	70	M.	Own.	I..	0	2½	RE.	Jac..	S&N.	12.4	39	½E.	36 x1¾	½E.	54 x1¾	PS.	Smi..	Zerk..	PG.	20x4	Jax..	A...	Mot.	**Pontiac** 6
In-Fw..	207	DH..	No..	Ex-Dr..	49	M.	Own.	I..	7	2½	RE.	Ross.	C&L..	16–12	43	½E.	37 x2	½E.	55 x2	PS.	Smi..	Zerk..	PG.	18x4	Fire..	A...	Mot..	**Reo** A
In-Fw..	215	DM..	No..	I-Rw...	107	M.	Col..	I..	7	2	††	Han..	S&N..	Var....	††	½E.	34 x2	½E.	52 x2½	PS.	Mid..	Alem..	PG	20x4½	Kel..	A...	Kel..	**Rickenbacker** 6-70
In-Fw..	215	DM..	No..	In-Rw..	107	M.	Col..	I..	7	2	††	Han..	S&N..	Var....	43	½E.	34 x2	½E.	52 x2½	PS.	Mid..	Alem..	PG	20x4½	Kel..	A...	Kel..	**Rickenbacker** 8-80
In-Fw.	215	DM..	No..	Ex-Dr..	44	M	Col..	I.	7	2	††	Han..	S&N..	Var....	43	½E.	37 x2	½E.	57 x2½	PS.	Mid..	Alem..	PG	21x4½	Kel..	A...	Kel..	**Rickenbacker** 8-90
Ex-Fw.	....	DH.	No.	Ex-Dr..	....	M	Sal..	I..	3	4	El.	Ross.	C&L.	Var....	††	½E.	36 x2	½E.	57½x2¼	PS.	.....	.....	PG	20x4	Var..	O..	Var..	**Roamer** 8-78
Ex-Fw..	198	DH.	No.	Ex-Dr..	44	M.	Sal..	I..	3	4	El.	Ross.	C&L	Var....	††	½E.	37½x2	½E.	60 x2¼	PS.	.....	.....	PG	20x4½	Fire..	O..	Var..	**Roamer** 8-88
In-Rw..	226	DM..	No..	In-Rw..	210	M.	Own.	I..	.....	.....	.....	Own.	S&N..	.....	....	½E.	42 x2	Ca..	54½x2½	PS.	Own.	Alem..	PG.	23x5	Cle..	W...	Own.	**Rolls Royce**
Ex-Rw.	116	DM..	No..	In-Rw..	85⅓	M.	Own.	I..	0	2	RE.	Own.	W&W.	9	35	½E.	35⅞x1¾	½E.	53¾x1¾	PS.	Own.	Alem..	PG	21x3½	Bim°	A...	Hay..	**Star** 4
Ex-Rw.	116	DM..	No..	In-Rw..	85⅓	M.	Own.	I..	0	2	RE.	Own.	W&W.	10	37½	½E.	35⅞x1¾	½E.	53¾x1¾	PS.	Own.	Alem..	PG.	21x3½	Hay°	A...	Hay..	**Star** 6
In-Rw..	312	DM..	No..	In-Rw..	156	M.	Tim..	I..	7½	2	RE.	Ross.	C&L.	19–12½	48	½E.	40 x2¼	½E.	62 x2¼	PS.	Mid..	Alem..	PG.	21x5	Fire..	A...	AmW	**Stearns** F6-85
In-Fw.	444	DM..	No..	In-Rw..	222	M.	Tim..	I..	7	2	RE.	Gem.	.....	.....	48	½E.	40 x2¼	½E.	62 x2¼	PS.	Mid..	Alem..	PG.	20x5	.....	A...	AmW	**Stearns** G-8
B-Fw..	304	DM..	No..	Ex-Dr..	49¼	M.	Own.	I..	4½	2	El.	Own.	W&W.	11	38⅓	½E.	36½x2	½E.	50½x2	PS.	.....	Alem..	PG	21x4½	Kel..	D...	Kel..	**Studebaker** Std. 6
Ex Rw.	229	DM..	H*.	Ex-Dr..	74	M.	Own.	I..	4¾	2	El.	Own.	W&W.	11	44	½E.	38 x2	½E.	56 x2	PS.	.....	Alem..	PG.	20x4½	.....	A...	Kel.	**Studebaker** Spec. 6
B-Fw..	363	DM..	No..	Ex-Dr..	74	M	Own.	I..	4¾	2	El.	Own.	W&W.	12	49⅔	½E.	38 x2	½E.	56 x2	PS.	.....	Alem..	PG.	19°x5	Budd	D...	Budd	**Studebaker** Big 6
In-Fw..	262	HS..	No..	Ex-Dr..	46¾	M.	Tim..	I..	6	2½	RE.	Ross.	C&L..	12½	48	½E.	38 x2¼	½E.	62 x2¼	PS.	Smi..	Mey..	CR.	20x3.12	Fire..	A...	Mot..	**Stutz** AA
Ex-Fw.	206	DH..	No..	Ex-Dr..	38	M.	Own.	I..	7	2	RE.	Ross.	C&L..	15½–12	34	½E.	36⅜x1¾	½E.	55 x2	PS.	Hyd.	Zerk..	PG.	20x4	Jax..	A...	Mut.	**Velie** Std. 6
Ex-Fw.	242	DH..	No..	Ex-Dr..	48	M.	Own.	I..	7	2	RE.	Ross.	C&L..	15½–12	38	½E.	36⅜x1¾	½E.	55 x2	PS.	Hyd.	Dot...	PG.	20x4	Jax..	A...	Mut.	**Velie** Spec. 6
Ex-Fw.	324	DH..	No..	Ex-Dr..	75¾	M.	Tim..	....	.....	.....	.....	Own.	W&G.	10	....	½E.	36 x2	½E.	58 x2¼	PS.	Mid..	Alem..	PG.	20x3½	Budd	D...	Budd	**Wills Ste. C.** T6
B-Fw..	286	DM..	No..	In-Rw..	130	F..	Own.	I..	8	2½	RE.	Own.	W&S.	14.5	46	½E.	41⅛x2¼	½E.	62¾x2¼	PS.	Own.	Alem..	PG.	20x5	Hay..	A...	Hay..	**Willys Knight** 66-A
B-Fw..	249	DM..	No..	Ex-Dr..	36	F..	Own.	I..	8	2½	RE.	Own.	W&G.	11	45½	½E.	36¾x2	½E.	55¼x2	PS.	Own.	Alem..	PG.	20x4	Hay..	A...	Hay..	**Willys Knight** 70-A

Mec—Mechanics, Machine
Mey—Meyers
Mid—Midland
Mot—Motor Wheel
Mun—Muncie
Mut—Mutual
NP—New Process
OG—Oil and Grease Cups
O—Optional
Opt—Optional
PG—Pressure Gun
PS—Pressed Steel
P&B—Parish & Bingham
RE—Reverse Elliott
RS—Rolled Steel
Rock—Rockford
Rub—Rubsam
SB—Spiral Bevel
SP—Single Dry Plate
Spec—Special
S&N—Screw and Nut
Sal—Salisbury
SeU—Separate Unit
Smi—Smith
Spi—Spicer
Spr—Springs
TA—Torque Arm
TT—Torque Tube
Thr—Thermoid
Tim—Timken
U-P—Universal Products
Var—Varies
W (Clutch)—Woven into Disk
W—Wire (Wheels)
W&G—Worm and Gear
W-G—Warner Gear
War—Warner Corp.
Wo—Worm
Wrr—Warren
W&R—Worm and Roller
W&S—Worm and Sector
W&W—Worm and Wheel

Car Chassis



MOTOR					CONTROLLER			DRIVE					SPRINGS			MAKE AND MODEL
Make	Model	Number	Total Horse Power	Location	Make	Location	Number of Forward Speeds	Type of Final Drive	Type of Rear Axle	Total Reduction (Motor to Wheels)	Propulsion Taken by	Torque Taken by	Type Front	Type Rear	Wheels (Standard Equipment)	
Roth.....	22–17	1	3	On Frame....	Own....	Under S...	5	Bevel...	¾ Float.	906	Springs....	Springs....	½Ell...	½Ell...	Wood...	**Detroit** 97
Gen. Elec....	1022	1	....	Unit with J.S...	Gen.Elec	Under S...	4	Bevel...	Float...	6.00	Springs....	Springs....	½Ell...	½Ell...	Disk....	**Rauch & Lang**
Own.....	B–68....	1	3½	Under F.....	Own....	Under S...	5	Worm...	¾ Float.	8.60	Springs....	Tor. Arm..	½Ell...	½Ell...	Art.....	**Rauch & Lang** B-6B
Own.....	S–66....	1	3½	Under F.....	Own....	Under S...	5	Worm...	¾ Float	8.60	Springs....	Tor. Arm..	½Ell...	½Ell...	Art.....	**Rauch & Lang** S-6B

Var—Varies according to make of battery employed
½ Ell—½ Elliptic
¾ Float—¾ Floating
½ U. H. and ½ R. C—½ under hood and ½ rear compartment
‡—Make optional

American Passenger

CAR MAKE AND MODEL	Engine Make and Model	GENERAL: No. of Cyls. Bore and Stroke (Ins.)	GENERAL: Rated H.P. (N.A.C.C.)	GENERAL: Piston Displacement	GENERAL: Compression Ratio (to 1)	GENERAL: Maximum Brake Horsepower at Specified R.P.M.	GENERAL: Cylinder Blocks	SUSPENSION: No. of Points	SUSPENSION: Type	CRANKCASE MATERIAL: No. Cyls. Cast in 1 Block	CRANKCASE MATERIAL: Upper ‡—Sep. Casting	CRANKCASE MATERIAL: Lower	VALVES: Arrangement	VALVES: Head Material	Front End Drive: Type	Front End Drive: Make of Chain or No-Metal Gear Location	PISTONS: Material	PISTONS: Length (Ins.)	PISTONS: Weight (Ozs.)	PISTONS: Pin Center to Top of Head	PISTONS: No. of Ring and No. Above Pin	PISTON PIN: Diameter and Length (Ins.)	PISTON PIN: Bearing In	CONNECTING RODS: Material	CONNECTING RODS: Center to Center Length	CONNECTING RODS: Weight (Ozs.)	CONNECTING RODS: Lower Bearing: Diameter and Length (Ins.)	CONNECTING RODS: Lower Bearing: Type
Auburn	6-66 Cont..28L	6-2⅞x4¾	19.84	185.0	5	††	Ver.	4	Ri..	6	Ir..	Ir..	L..	ChN..	Ch..	MOR.	CI..	3⅜	22	....	3-3	¼x2 7/16	FF..	FS..	9	28	2 x1½	Spu.
Auburn	8-77 Lyc...GT	8-2¾x4¾	24.2	225.7	5.0	62-3200	Ver.	4	Ri..	8	Ir...	PS..	L..	SiCh°.	Ch..	L-B...	CI..	3½	20	1⅛	4-4	7/16x2⅜	Pis..	Car.	9½	37	2⅛x1¼	Pou.
Auburn	8-88 Lyc..4HM	8-3¼x4½	33.8	298.6	5.0	90-3200	Ver.	4	Ri..	8	Ir‡..	PS..	L..	SiCh°.	Ch..	L-B...	Al..	3½	21	1⅛	3-3	⅞x2⅞	Rod	Car.	9	42	2⅛x1½	Pou.
Buick	115 Own.....	6-3⅛x4½	23.44	207		4.79	63-2800	Ver.	3	Ru..	6	Ir‡..	PS..	I...	SiCh°.	He..	Cam.	CI..	3¾	25½	2⅛	3-3	¾x2¼	Pis..	FS..	10	36¼	2 x1½	Pou.
Buick	120 & 128 Own....	6-3½x4¾	29.40	274		4.31	77-2800	Ver.	3	Ru..	6	Ir .‡	PS..	I...	SiCh°.	He..	Cam..	CI..	3⅛	30	2⅛	3-3	⅞x3 1/16	Pis..	FS..	10⅛	48	2¼x1¾	Pou.
Cadillac	314 Own.....	8-3 1/16x5⅛	31.25	314.4		4.75	87-3000	Vee.	3	Ri..	4	Al..	PS..	L..	SiCh°.	Ch..	MOR.	CI..	3⅜	26	1⅛	3-3	¾x3	Rod	ASt.	11	‡‡	2⅜x2½	Sep.
Case	Y Cont....6J	6-3¾x5	33.75	331.3		4.3	70-2400	Ver.	3	Ri..	6	Al..	PS..	L..	ChN..	He..	Idl...	CI..	4½	51.4	2⅝	3-	1½x3¼	Rod	Car.	11	68½	2⅝x1⅞	Pou.
Case	JIC Cont...8R	6-3⅜x4½	27.34	241.6		4.2	55-2300	Ver.	3	Ri..	6	Al..	PS..	L..	ChN..	He..	Idl...	CI..	4 1/16	35.8	2½	3-	⅛x2.84	Rod	Car.	10½	45	2¼x1 1/16	Pou.
Chandler	Std. 6 Own.....31	6-3x4¼	21.60	186.2		††	45-2600	Ver.	4	Ri..	6	Ir‡..	Ir...	L..	CI....	Ch..	MOR.	CI..	3⅛	20	2 1/16	3-3	7/16x2½	Pis..	Car.	8½	31	2 1/16x1 1/16	Pou.
Chandler	Big 6 Own....35	6-3½x5	29 40	289		††	55-2100	Ver.	4	Ri..	6	Ir‡..	Al..	L..	CI....	Ch..	MOR.	CI..	4½	36	2½	3-3	1⅛x3 1/16	Pis..	Car.	10½	43	2½x1⅛	Pou.
Chandler	Spec. 6 Own....43	6-3 1/16x4¾	23.44	218.6		††	60-2600	Ver.	4	Ri..	6	Ir‡..	Ir...	L..	Car...	Ch..	MOR.	CI..	4¼	28	2⅝	3-3	⅛x2⅜	Pis..	Car.	10¼	39	2⅜x1 1/16	Pou.
Chandler	Str. 8 Own Str. 8	8-3¼x4¾	33.8	314		††	80-3000	Ver.	4	Ri..	8	Ir...	PS..	L..	CI....	Ch..	MOR.	CI..	4	39	2⅝	3-3	⅛x2⅜	Pis..	Car.	10	38	2½x1⅛	Pou.
Chevrolet	AA Own...Sup	4-3 1/16x4	21.76	170.9	4.3		26-2000	Ver.	3	Ri..	4	Ir...	PS..	I...	CI°...	He..	None..	CI..	††	....	1⅞	3-3	.85x3 1/16	Pis..	Car.	7⅜	29	1½x1⅞	Pou.
Chrysler	50 Own....50	4-3⅝x4 1/16	21.03	170.3	4.1		38-2800	Ver.	3	Sp..	4	Ir...	PS..	L..	SiCh..	He..	Cam..	Al..	4 1/16	15½	2	3-3	¾x3	Pis..	ASt.	7⅞	29	1⅞x1½	Pou.
Chrysler	60 Own....60	6-3x4¼	21.6	180.4	4.9		54-2000	Ver.	4	Ri..	6	Ir...	PS..	L..	SiCh..	Ch..	MOR.	Al..	3 1/16	31	2	3-3	⅝x2 1/16	Pis..	ASt.	9½	32	1⅞x1⅝	Pou.
Chrysler	70 Own....70	6-3½x4¾	23.4	218.5	4.8		70-3000	Ver.	4	Ri..	6	Ir...	PS..	L..	SiCh..	Ch..	MOR.	Al..	3⅛	14½	2	3-3	⅛x2 1/16	Pis..	ASt.	10	39	2 x1⅝	Pou.
Chrysler	80 Own....80	6-3½x5	29.4	288.5	4.8		92-3000	Ver.	4	Ru..	6	Ir...	PS..	L..	SiCh..	Ch..	MOR.	Al..	4	20⅜	2⅛	3-3	1 x3⅛	Pis..	ASt.	10⅞	46¾	2 1/16x1½	Pou.
Cunningham	V-7 Own...V 7	8-3⅝x5	45.0	442		4.26	90-2400	Vee.	4	Ri..	4	Al..	Al..	L..	SiCh..	He..	Cam..	CI..	4½	37½	2¼	3-3	⅛x3 1/16	Pis..	Car.	10½	53⅞	2⅝x3½	Sep.
Davis	94-27 Cont...28L	6-2⅞x4¾	19.84	185.0		5.0	48-2800	Ver.	4	Ri..	6	Ir...	Ir...	L..	ChN..	Ch..	MOR.	Al..	3 1/16	....	....	3-3	¼x2 1/16	FF..	Car.	9	28	2 x1⅛	Spu.
Davis	92-27 Cont...11U	6-3¼x4⅝	25.3	230.1		4.44	68-2500	Ver.	4	Ri..	6	Ir...	PS..	L..	ChN..	Ch..	MOR.	CI..	3⅛	33	2¼	3-3	1x2 1/16	Rod	Car.	9	38	2⅛x1⅝	Pou.
Diana	Str. 8 Cont...12Z	8-3x4¼	28.8	240.2		4.66	72-2950	Ver.	4	Ri..	8	Ir...	PS..	L..	ASt...	Ch..	MOR.	CI..	3⅛	31	2¼	3-3	⅛x2½	Rod	ASt.	9	40	2⅛x1⅝	Pou.
Dodge Brothers	Own.....4-37/8x4½		24 0	212		4.0	35-2000	Ver.	3	Ri..	4	Ir...	PS..	L..	SiCh°.	He..	Cam..	Al..	4⅜	30	2⅛	4-4	⅛x3⅝	Rod	ASt.	9⅛	39⅞	1⅝x1⅞	Sep.
duPont	E Wisc.....Y	6-3⅜x5	27.3	268.3		4.5	75-3000	Ver.	3	Ri..	6	Ir...	PS..	I...	SiCh..	Ch..	L-B...	CI..	4	32	2	3-3	1 1/16x3⅛	Rod	Car.	12	59	2½x1½	Pou.
Elcar	6-70 Lyc...WT	6-2⅞x4¾	19.84	185		4.9	60-	Ver.	4	....	6	Ir...	Ir...	L..	ChN°.	Ch..	.....	CI..	3½	22	1⅛	4-4	¾x2⅛	Pis..	ASt.	9½	....	2½x	Pou.
Elcar	8-90 Lyc..4HM	8-3¼x4½	33.8	298.6		5.0	84-2900	Ver.	4	....	8	Ir‡..	PS..	L..	SiCh..	Ch..	L-B...	Al..	3½	21	1⅛	4-4	7/16x2⅛	Rod	Al..	9	....	2½x1½	Pou.
Elcar	8-82 Lyc...GT	8-2¾x4¾	24.2	225.7		4.9	62-3200	Ver.	4	Ru..	8	Ir...	PS..	L..	SiCh°.	Ch..	L-B...	CI..	3½	20	1⅛	4-4	7/16x2 1/16	Pis..	Car.	9½	37	2½x1¼	Pou.
Erskine	Super 6 Cont...8F	6-2⅝x4½	16.5	146.1		5.0	40-3200	Ver.	4	Ri..	6	Ir...	PS..	L..	ASt...	Ch..	MOR.	CI..	....	....	....	4-4	¾x	FF..	ASt.	9	....	2 x1¼	Pou.
Essex	6 Own.....6	6-2 1/16x4¼	17.3	144.7		....	-4000	Ver.	4	Ri..	6	Ir...	PS..	L..	Sil°...	Ch..	MOR.	Al..	3 1/16	8	1⅛	3-3	¾x2 1/16	FF..	FS..	8⅛	24	1⅛x1	Pou.
Falcon-Knight	..... Wilson....	6-2⅛x37/8	20.7	156.6		4.6	46-3000	Ver.	4	Ri..	6	Ir‡..	....	S...	S.....	Ch..	L-B...	CI..	....	....	....	3-3	.....	....	....	....	9½	.....	.....
Flint	Z-18 Cont...9L	6-2¾x4¾	18.1	169.3		4.78	40-2800	Ver.	4	....	6	Ir...	PS..	L..	Car...	Ch..	MOR.	Al..	3⅝	16⅛	1⅛	3-3	⅛x2⅛	Rod	Car.	9	26	2 x1½	Pou.
Flint	60 Cont..14U	6-3¼x4⅝	25.3	230.1		4.44	56-2600	Ver.	4	....	6	Ir...	PS..	L..	SiCh..	Ch..	MOR.	CI..	3⅝	28	2 1/16	3-3	1 x2⅛	Rod	Car.	9	39	2⅛x1⅝	Pou.
Flint	80 Cont...6E	6-3⅜x5	27.3	268.4		4.24	65-2400	Ver.	4	....	6	Ir...	PS..	L..	SiCh..	Ch..	MOR.	CI..	4 1/16	37	2 1/16	3-3	⅞x3 1/16	Rod	Car.	10½	....	2 x1½	Pou.
Ford	T Own.....T	4-3¾x4	22.5	176.7		3.6	20-1600	Ver.	3	Ri..	4	Ir...	PS..	L..	CI....	He..	None..	CI..	3 1/16	34	1⅛	3-2	.74x3½	Pis..	Car.	7	21	1¼x1¼	Pou.
Franklin	11-B Own....11	6-3¼x4	25.3	199.0		4.43	.....	Ver.	3	WF.	1	Al..	Al..	I...	Chr°..	Ch..	RAM.	Al..	3.84	18	2¼	4-4	⅞x2⅞	Pis..	Dur	8	23	2⅝x1 1/16	Sep.
Gardner	6B Lyc...4SM	6-3¼x4½	25.3	224.0		4.5	52-2500	Ver.	3	....	6	Ir‡..	PS..	L..	SiCh°.	Ch..	L-B...	CI..	3½	26	1⅛	4-4	⅞x2⅞	Rod	Car.	9	42	2½x1½	Pou.
Gardner	80 Lyc...GT	8-2¾x4¾	24.2	225.7		5.0	62-3200	Ver.	4	....	8	Ir...	PS..	L..	SiCh°.	Ch..	MOR.	CI..	3½	20	1⅛	4-4	7/16x2⅛	Pis..	Car.	9½	37	2½x1¼	Pou.
Gardner	90 Lyc..4HM	8-3¼x4½	33.8	298.6		5.0	84-2900	Ver.	4	....	8	Ir‡..	PS..	L..	SiCh°.	Ch..	L-B...	CI..	3½	26	1⅛	4-4	7/16x2⅛	Rod	Car.	9	42	2½x1½	Pou.
Hertz	D-1 Cont..18U	6-3¼x4⅝	25.3	230.1		4.5	61-2600	Ver.	4	Sp..	6	Ir...	PS..	L..	SiCh..	Ch..	MOR.	....	3¾	36	2 1/16	3-3	1 x2.8	Rod	Car.	9	38½	2⅜x1⅜	Die.
Hudson	Super 6 Own 6-1927	6-3½x5	29.4	288		....	95-3100	Ver.	4	Ri..	6	Al..	PS..	F...	Tung..	Ch..	MOR.	Al..	4 1/16	16	2¼	3-3	1½x2⅛	FF..	FS..	11⅝	56	2¼x2	Sep.
Hupmobile	A-1 Own.....A	6-3½x4¼	23.4	195.6		....	.....	Ver.	4	....	6	Ir...	Ir...	L..	.....	Ch..	MOR.	CI..	....	19	....	3-2	7/16x	Pis..	FS..	8¾	....	2½x1 1/16	....
Hupmobile	E-3 Own.....E	8-3x4¾	28.8	268.7		....	.....	Ver.	4	....	8	Al..	PS..	L..	.....	Ch..	MOR.	CI..	....	16⅛	....	3-2	¾x	Pis..	Al..	9½	....	2⅝x1¼	....
Jordan	J-1 Cont...8S	8-2 7/16x4¾	26.4	246.5		4.65	64-3000	Ver.	4	Ri..	8	Ir...	PS..	L..	SiCh..	Ch..	MOR.	CI..	3⅝	....	....	3-3	⅛x2 1/16	Rod	ASt.	9¾	....	2¼x1 1/16	Pou.
Jordan	AA Cont...9K	8-3x4⅜	28.8	268.7		4.69	72-3000	Ver.	4	Ri..	8	Al..	PS..	L..	SiCh..	Ch..	MOR.	CI..	3¾	33.6	....	3-3	⅛x2 1/16	Rod	ASt.	10⅞	44	2½x1½	Spu.
Jordan	R Cont...12E	6-3¼x4	25.4	199		....	-62-3000	Ver.	4	Ru..	6	SS...	PS..	L..	SiCh..	Ch..	MOR.	Al..	3¾	....	....	4-4	⅛x2 1/16	FF..	ASt.	8 1/16	....	1⅞x1⅝	Die
Kissel	6-55 Own....55	6-3 1/16x5⅛	32.6	264.8		4.9	61-2300	Ver.	4	Ru..	6	Ir...	Al..	L..	SiCh..	Ch..	L-B...	Al..	3⅛	15¼	1.94	4-3	7/16x	Pis..	Al..	10	....	2¼x1¾	Pou.
Kissel	8-65 Own....65	8-2⅞x4¾	26.5	247		....	65-2000	Ver.	..	Ru..	8	Ir...	PS..	L..	SiCh..	Ch..	L-B...	Al..	....	....	....	4-4	¾x2 1/16	Pis..	Al..	9½	....	2½x1¼	Pou.
Kissel	8-75 Own....75	8-3 1/16x4½	32.6	287.8		4.5	71-3000	Ver.	4	Ru..	8	Ir‡..	Al..	L..	SiCh..	Ch..	L-B•.	Al..	....	....	....	3-3	¾x2 1/16	Pis..	Al..	....	....	2½x1½	Pou.
Kleiber	1927 Cont...8R	6-3⅝x4½	27.3	241.6		4.2	55-2300	Ver.	3	Ru..	6	Al..	PS..	L..	SiCh..	He..	Idl....	CI..	4 1/16	35.8	2½	3-	⅛x2.84	Rod	Car.	10½	45	2¼x1 1/16	Pou.
Lincoln	8 Own....8	8-3⅝x5	36.4	357.8		4.81	90-2800	Vee.	3	Ri..	4	Al..	Al..	L..	SiCh..	Ch..	MOR.	Al..	3¾	18.5	2	3-3	7/16x3 1/16	Pis..	ASt.	12½	§§	2 x2½	Sep.
Locomobile	8-80 Lyc Spec.	8-3¼x4½	33.8	298.5		....	90-3200	Ver.	4	Ru..	8	Ir‡..	PS..	L..	SiCh°.	Ch..	L-B...	Al..	....	....	....	3-3	7/16x2⅞	....	ASt.	....	....	2½x1½	Pou.
Locomobile	48 Own....48	6-4½x5½	48.6	525		4.25	105-2100	Ver.	4	Ri..	2	Br..	Al..	T..	CoCh.	He..	Cam..	CI..	5½	68	2⅛	3-3	1½x4¼	Rod	ASt.	12	63½	2¾x2	Sep.
Locomobile	90 Own....90	6-3⅞x5¼	36.0	371.5		4.25	90-2800	Ver.	4	Sp..	6	Al..	Al..	L..	SiCh..	Ch..	L-B...	CI..	4½	48	2⅝	3-3	1½x3⅝	Rod	Dur	11⅛	57	2¼x1 1/16	Die.
Locomobile	8-66 Own....8P	8-2 1/16x4	25.3	198.9		4.65	63-2800	Ver.	4	Ri..	8	Ir...	PS..	I...	SiCh..	Ch..	L-B...	CI..	3	21	1⅛	4-3	¾x2 1/16	FF..	Car.	8	54	1¾x1½	Pou.
Marmon	E-75 Own. E 75	6-3¾x5 1/16	33.8	339.6		4.34	84-2700	Ver.	4	Sp..	3	Al..	Al..	I...	SiCh°.	He..	Cam..	CI..	4 1/16	39	2 1/16	3-3	1 1/16x3¼	Rod	Car.	10⅛	62	2 1/16x2	Pou.
Marmon, Little	..... Own.....	8-2¾x4	24.2	190.1		5.27	64-3200	Ver.	4	Ri..	8	Ir...	PS..	I...	SiCh°.	Ch..	L-B...	Al..	3¼	15	1⅛	3-3	.73x2⅜	FF..	FS..	7¾	28	1¼x2⅛	Pou.
McFarlan	Str. 8 Lyc....4H	8-3¼x4½	33.7	298.6		5.0	79-3000	Ver.	3	Ri..	8	Ir‡..	PS..	L..	SiCh.	Ch..	.....	Al..	3½	21	1⅛	4-	7/16x2⅞	Rod	Car.	9	42	2⅛x1½	Pou.
McFarlan	TV Own....TV	6-4½x6	48.6	572.5		4.5	120-2300	Ver.	4	Ri..	3	Al..	Al..	T..	SiCh.	He..	None..	Al..	6 1/16	35	3 1/16	3-3	1¼x3⅛	FF..	Car.	12	92	2¼x1½	Pou.
Moon	6-60 Cont...26L	6-2 7/16x4¾	19.8	185.0		4.78	47-2600	Ver.	4	Ri..	6	Ir...	PS..	L..	Chr...	Ch..	MOR.	CI..	3 1/16	21	1.84	3-3	⅛x2⅛	FF..	Car.	9	27	2x1½	Pou.
Moon	... Series A Cont...7Z	6-3⅛x4¼	23.4	195.5		4.65	50-2600	Ver.	4	Ri..	6	Ir...	PS..	L..	ASt...	Ch..	MOR.	CI..	3¼	27	1⅛	3-3	⅞x2⅛	Rod	ASt.	8¼	34	2x1⅜	Pou.
Nash	..... Light 6 Own.....	6-3x4	21.6	170		4.5	40-2400	Ver.	4	Ri..	6	Ir...	PS..	L..	SiCh..	He..	Cam..	CI..	3¼	22	1 1/16	3-3	¾x2⅛	Rod	FS..	8½	27	1⅝x1 1/16	Pou.
Nash	..... Spec. 6 Own....231	6-3¼x4½	25.3	224		4.69	52-2600	Ver.	4	Ru..	6	Ir...	PS..	I...	SiCh°.	He..	Cam..	CI..	3⅛	....	1 1/16	4-3	⅞x	Rod	FS..	9	....	2¼x1⅜	Pou.
Nash	..... Adv. 6 Own....261	6-3 1/16x5	28.4	279		4.6	69-2500	Ver.	4	Ru..	6	Ir...	PS..	I...	Chr...	He..	Cam..	CI..	4	39½	1⅝	4-3	1¼x3 1/16	Rod	FS..	10	46½	2⅜x1½	Pou.
Oakland	6 Own....OS	6-2 7/16x4¾	19.81	185.0		4.8	45-2600	Ver.	3	Ru..	6	SS..	PS..	L..	SiCh..	Ch..	MOR.	SS..	3 1/16	....	1⅛	3-3	.92x2⅝	Pis..	ASt.	8¼	....	1⅞x1½	Pou.
Oldsmobile	30E Own...30E	6-2 7/16x4¾	19.84	185.0		4.7	.....	Ver.	3	Ri..	6	Ir...	PS..	L..	CI....	Ch..	MOR.	CI..	3⅜	19½	1⅞	3-3	⅛x2 1/16	Rod	Car.	9	32	1⅞x1½	Pou.
Overland '4' Whippet	Own.....96	4-3½x4¾	15.6	134.2		....	30-2800	Ver.	4	Sp..	4	Ir...	PS..	L..	SiCh.	Ch..	L-B...	CI..	3¾	....	....	3-3	⅛x2 1/16	Pis..	Car.	9⅜	....	1⅞x1 1/16	Pou.
Overland '6' Whippet	Own. 93-A	6-3x4	21.6	169.6		....	40-2800	Ver.	4	Ri..	6	Ir...	PS..	L..	SiCh..	He..	Cam..	CI..	3½	....	....	3-3	⅛x	Rod	Car.	7½	....	1⅞x1½	Pou.

°—Others used.
*—At Extra Cost
§—On DeL. Bro'm only.
††—Information not furnished by manufacturers.
‡‡—35 Oz.-plain rod; 61 Oz.-forked rod
§§—35½ Oz.-plain rod; 66½ Oz.-forked rod.
ABos—American Bosch.
A-K—Atwater Kent.
Al—Aluminum.
A-L—Auto-Lite.
AM—Air Mase.

ASt—Alloy Steel.
ATC—Air Tube Cellular.
Au—Automatic.
B—Battery.
B&B—Ball and Ball.
Bo—Bevel Gear Overhead Camshaft
Br—Bronze.
Cam—Camshaft.
Car—Carbon Steel
Car—Carter—(Carbureter)
Ce—Centrifugal
Cell—Cellular.
Ch—Chain.
ChN—Chrome Nickel.

Chr—Chrome Steel
ChS—Chromium Plated Steel.
CI—Cast Iron.
Cle—Cleveland.
Co—Chain, Overhead Camshaft.
CoCh—Cobalt Chrome Steel.
Cont—Continental.
CS—Circulating Splash.
D—2 Carburetors.
DeJ—DeJon.
DF—Distillation and Filtration.
Di—Distillation.
Die—Die Cast.
DM—Direct Mechanical (Sliding Gear).

D-R—Delco Remy.
Dur—Duralumin.
Dyn—Dyneto.
Ecc—Eccentric.
F—In head and side.
F&T—Fin and Tube.
Fed—Fedders.
FF—Full Floating.
Fi—Filter.
FS—Forged Steel.
FV—Filtration and Ventilation.
Ge—Gear.
Gra—Gravity.

Ha—Hand.
Han—Handy.
Har—Harrison.
He—Helical gear.
Hol—Holley.
I—Valve in head.
Idl—Idler.
In—Inertia.
Ir—Iron.
Jam—Jamestown.
Joh—Johnson.
K—Battery and Magneto.
L—"L" Head.

Car Engines

CRANKSHAFT						OILING			COOLING SYSTEM						FUEL SYSTEM				ELECTRICAL SYSTEM									CAR MAKE AND MODEL
				Main Bearings							Radiator						Air Cleaner		Ignition				Battery				
Offset (Ins.)	Counterbalances?	Torsional Vibration Damper?	Number	Front Diameter and Length	Rear Diameter and Length	System Type	Pump Type	Cleaner Type	Type	Thermostat?	Shutters?	Make	Core Type	Shell Material	Carburetor Make and Size (Ins.)	Feed Type	Make	Type	Make	Current Source	Spark Control	Generator and Starter Make	Starter Engagement	Length	Width	Height	Volts and Ampere-Hrs.	
No.	No.	Yes.	4	2½x1⅜	2½x1⅜	PK	Ge.	No.	Pu.	No.	No.	Jam.	RiC.	NiSt.	Sch .1	Vac.	None.	No.	D-R.	B.	S-A.	D-R.	In.	8⅞x7½x8			6-90	Auburn 6-66
No.	No.	Yes.	5	2⅝x1¾	2⅝x1¾	PK	Ge.	No.	Pu.	No.	No.	Jam.	RiC.	PS.	Sch .1¼	Vac.	None.	No.	D-R.	B.	S-A.	D-R.	In.	8⅞x7½x8			6-90	Auburn 8-77
No.	No.	Yes.	5	2⅝x2⅝	2⅝x2⅝	PC	Ge.	Fi.	Pu.	Yes.	No.	Jam.	RiC.	NiSt.	Sch. .1½	Vac.	None.	No.	D-R.	B.	S-A.	D-R.	In.	10⅜x7x9⅛			6-100	Auburn 8-88
½	Yes.	Yes.	4	2¼x2⅜	2¼x2½	PC.	Ge.	Fi.	Pu.	Yes.	No.	Har.	RiC.	PS.	Mar..1½	Vac.	AC.	In.	D-R.	B.	S-A.	D-R.	DM.	1⅛x7⅝x9½			6-90	Buick 115
½	Yes.	Yes.	4	2⅝x2⅝	2⅝x2½	PC.	Ge.	Fi.	Pu.	Yes.	No.	Har.	RiC.	PS.	Mar..1½	Vac.	AC.	In.	D-R.	B.	S-A.	D-R.	DM.	10¼x7⅝x9⅛			6-105	Buick 120 & 128
No.	Yes.	No.	3	2⅝x2⅛	2⅝x3	PK	Ge.	Ve.	Pu.	Yes.	Au.	Har.	RiC.	PS.	Own .2	Pre.	None.	No.	D-R.	B.	S-A.	D-R.	DM.	20½x5½x8¾			6-130	Cadillac 314
No.	Yes.	No.	4	2⅜x1⅞	2⅜x2⅛	PC	Ge.	Ve.	Pu.	Yes.	No.	Own.	F&T.	PS.	Sch. .1½	Vac.	None.	No.	D-R.	B.	S-A.	D-R.	In.	11⅞x7x9½			6-132	Case Y
No.	No.	No.	4	2¼x2 .34	2¼x2½	PC	Ge.	Ve.	Pu.	Yes.	No.	Own.	F&T.	PS.	Sch. .1¼	Vac.	None.	No.	D-R.	B.	S-A.	D-R.	In.	10⅝x7½x⅛			6-118	Case JIC
No.	Yes.	Yes.	3	2⅛x2⅜	2⅜x2⅞	PF.	Ge.	Fi.	Pu.	Yes.	No.	Cle.	RiC.	PS.	Til. .1	Vac.	AC.	In.	D-R.	B.	S-A.	D-R.	In.	9⅛x7x9⅛			6-105	Chandler Std. 6
No.	Yes.	Yes.	4	2¼x2⅝	2¼x2⅛	PF.	Ge.	Fi.	Pu.	Yes.	No.	Har.	RiC.	PS.	Sch. .1¼	Vac.	AC.	In.	D-R.	B.	S-A.	D-R.	In.	10⅛x7⅛x7⅛			6-105	Chandler Big 6
No.	Yes.	Yes.	3	2⅛x2⅝	2¼x3⅛	PF.	Ge.	Fi.	Pu.	Yes.	No.	Cle.	RiC.	PS.	Sch. .1	Vac.	AC.	In.	D-R.	B.	S-A.	D-R.	In.	9⅛x7x9⅛			6-105	Chandler Spec. 6
No.	Yes.	Yes.	5	2⅜x1⅛	2¼x2⅛	PK.	Ge.	Fi.	Pu.	Yes.	No.	Har.	RiC.	PS.	Sch. .1⅜	Vac.	AC.	In.	D-R.	B.	S-A.	D-R.	In.	10⅛x7⅛x7⅛			6-105	Chandler Str. 8
No.	No.	No.	3	1⅝x2 .31	1¾x2 .68	PS.	Ge.	Fi.	Pu.	No.	No.	Har.	RiC.	PS.	Car .1	Vac.	AC.	In.	D-R.	B.	Ha.	D-R.	In.	8½x6¾x8			6-90	Chevrolet AA
No.		No.	3	1⅞x2⅛	1⅞x2⅛	PC.		Ve.	Th.	No.	No.	Own.	F&T.	PS.	B&B.1	Vac.	None.	No.	D-R.	B.	S-A.	D-R.	In.	9½x7½x9⅛			6-93	Chrysler 50
....	No.	Yes.	7	1⅞x1⅛	1⅞x2⅛	PF.	Ge.	Fi.	Pu.	No.	No.	Own.	F&T.	PS.	Str. .1	Vac.	Han.	Ce.	D-R.	B.	S-A.	D-R.	In.	7¼x9¼x9¾			6-93	Chrysler 60
....	No.	Yes.	7	2¼x1⅞	2¼x2⅛	PF.	Ge.	Fi.	Pu.	Yes.	No.	Fed.	RiC.	PS.	B&B.1¼	Vac.	Uni.	Ce.	D-R.	B.	S-A.	D-R.	In.	10¼x7¼x9¼			6-100	Chrysler 70
....	Yes.	Yes.	7	2⅝x2⅞	2⅝x3¼	PF.	Ge.	Fi.	Pu.	Yes.	No.	Fed.	RiC.	PS.	Str..1½	Vac.	Uni.	Ce.	D-R.	B.	S-A.	D-R.	DM.	13⅛x7x9½			6-106	Chrysler 80
No.	Yes.	No.	3	2¾x3	2¾x3⅛	PF.	Ge.	No.	Pu.	Yes.	No.	Fed.	RiC.	NiSt.	Str..1½	Vac.	None.	No.	D-R.	B.	S-A.	D-R.	In.	11⅞x7½x10			6-132	Cunningham V-7
No.	No.	Yes.	4	2⅛x1⅜	2⅛x1⅜	PK.	Ge.	Ve.	Pu.	No.	No.	Jam.	RiC.	PS.	Til.	Vac.	None.	No.	D-R.	B.	S-A.	D-R.	In.	9¼x7⅝x9			6-90	Davis 94-27
No.	No.	Yes.	7	2⅝x1¾	2⅝x2⅛	PK.	Ge.	No.	Pu.	No.	No.	Jam.	RiC.	PS.	Str. 1¼	.....	AC.	In.	D-R.	B.	S-A.	D-R.	In.	10¼x7¼x9			6-95	Davis 92-27
▸ ⅞	No.	Yes.	5	2½x1½	2½x2⅛	PF.	Ge.	Fi.	Pu.	No.	Ha.	McC.	RiC.	PS.	Str. 1¼	Vac.	Uni.	Ce.	D-R.	B.	S-A.	D-R.	In.	11⅝x7⅛x9¾			6-142	Diana Str. 8
No.	No.	No.	5	1¾x2⅛	1¾x2⅝	PS.	Ecc.	No.	Pu.	No.	No.	McC.	F&T.	PS.	Ste. 1	Vac.	Uni.	Ce.	N-E.	B.	S-A.	N-E.	In.	12⅜x7⅝x10⅛			6-111	Dodge Brothers
No.	Yes.	No.	3	2½x2⅛	2½x2¾	PC.	Ge.	Ve.	Pu.	No.	No.	Mod.	F&T.	PS.	Sch. .1½	Vac.	None.	No.	A Bos	B.	Ha.	A Bos	In.	10⅜x7x9¼			6-113	duPont E
No.	No.	No.	4	2⅜x1⅛	2⅜x2¼	PC.	Ge.	No.	Pu.	No.	No.	Jam.	RiC.	PS.	Swan.1	Vac.	None.	No.	D-R.	B.	S-A.	D-R.	In.	8⅞x7½x8			6-	Elcar 6-70
No.	No.	Yes.	5	2⅝x2⅝	2⅜x5⅛	PC.	Ge.	DF.	Pu.	No.	No.	Jam.	RiC.	PS.	Swan 1½	Vac.	None.	No.	D-R.	B.	S-A.	D-R.	In.	10¼x7¼x8			6-104	Elcar 8-90
No.	No.	Yes.	5	2⅜x1¾	2⅜x1¾	PK.	Ge.	Fi.	Pu.	Yes.	No.	Jam.	RiC.	PS.	Swan 1¼	Vac.	None.	No.	D-R.	B.	S-A.	D-R.	In.	10¼x7¼x8			6-104	Elcar 8-82
No.	No.	No.	4	2½x1⅞	2½x1¾	PK.	Ge.	Fi.	Pu.	No.	No.	.....	Tub.	PS.	Str..1	Vac.	Cont.	In.	D-R.	B.	S-A.	D-R.	In.	.....			6-90	Erskine 6
No.	Yes.	No.	3	2⅜ x1⅛	2⅜x1¾	CS.	Pis.	No.	Th.	No.	Ha.	Har.	RiC.	PS.	Ste..1	Vac.	None.	No.	A-L.	B.	Au.	A-L.	In.	9x7x8¾			6-105	Essex 6
.....	.....	.....	7	2¼x	2¼x	PK	Ge.	Di	Pu.	.....	.....	Fed.	RiC.	.....	Til.	Vac.	Til.	In.	A-L.	.....	.....	A-L.	In.	.....			.....	Falcon-Knight
No.	No.	No.	4	2½x1⅜	2½x1⅛	PK.	Ge.	No.	Pu.	No.	No.	Fed.	RiC.	PS.	Joh. .1	Vac.	None.	No.	A-L.	B.	S-A.	A-L.	In.	9x8⅛x7¼			6-92	Flint Z-18
No.	No.	No.	7	2⅜x1½	2⅜x2⅛	PK.	Ge.	Fi.	Pu.	Yes.	No.	Fed.	RiC.	PS.	Sch. 1¼	Vac.	Uni.	Ce.	A-L.	B.	S-A.	A-L.	In.	9½x7½x9¾			6-92	Flint 60
No.	No.	Yes.	7	2 x2⅛	2 x2⅛	PK.	Ge.	Fi.	Pu.	Yes.	No.	Fed.	RiC.	PS.	Str..1¼	Vac.	Uni.	Ce.	DeJ.	B.	Ha.	A-L.	In.	10½x7½x9¾			6-117	Flint 80
No.	No.	No.	3	1¼x2	1¼x3½	Spl.	No.	No.	Th.	No.	No.	Own.	F&T.	PS.	Hol. .1	Ga.	None.	No.	Own.	K.	Ha.	Own.	In.	9¼x7½x9¼			6-80	Ford T
....	No.	No.	7	2⅝x2⅝	2⅝x2⅝	PC.	Ge.	Ve.	Air.	No.	O.	None.	No....	NC.	Str..1⅛	Vac.	Uni.	Ce.	A-K.	B.	Au.	Dyn.	In.	12⅞x7¼x9¼			6-135	Franklin 11B
No.	No.	No.	4	2½x1⅛	2⅜x2¼	PC.	Ge.	No.	Pu.	Yes.	No.	Fed.	RiC.	PS....	Sch. .1	Vac.	None.	No.	D-R.	B.	S-A.	D-R.	In.	9⅛x7⅛x9¾			6-93	Gardner 6B
No.	No.	Yes.	5	2⅜x1¾	2⅜x1¾	PK.	Ge.	Fi.	Pu.	Yes.	No.	Fed.	RiC.	PS.	Sch. .1¼	Vac.	AM.	Fi.	D-R.	B.	S-A.	D-R.	In.	10⅝x7x8¼			6-120	Gardner 80
No.	No.	Yes.	5	2⅜x2⅝	2⅜x2⅝	PC.	Ge.	Fi.	Pu.	Yes.	No.	Fed.	RiC.	PS.	Sch. .1¼	Vac.	AM.	Fi.	D-R.	B.	S-A.	D-R.	In.	13x7⅛x9⅛			6-135	Gardner 90
No.	No.	Yes.	7	2⅜x1⅞	2⅜x2⅛	PF.	Ge.	Fi.	Pu.	No.	No.	McC.	RiC.	PS.	Zen. .1¼	Vac.	AC.	In.	D-R.	B.	S-A.	D-R.	In.	10¾x7⅝x9¾			6-105	Hertz D-1
....	.....	No.	4	2¼x2⅝	2⅛x3⅛	CS.	Pis.	Ve.	Pu.	No.	Ha.	Har.	RiC.	PS....	Mar..1½	Vac.	Yes.	.....	A-L.	B.	Au.	A-L.	.....	10¼x7⅝x8			6-120	Hudson Super 6
....	No.	Yes.	4	2⅛x1⅝	2⅛x2⅛	PC.	Ge.	Fi.	Pu.	Yes.	No.	McC.	.....	.....	Str..1	Vac.	None.	No.	A-L.	B.	S-A.	A-L.	In.	10⅛x7¼x9⅛			6-100	Hupmobile A-1
....	Yes.	Yes.	5	2⅛x1⅛	2⅝x2¼	PK.	Ge.	Fi.	Pu.	Yes.	No.	McC.	.....	.....	Str...1¼	Vac.	AC°	In.	Delco	B.	.....	A-L.	In.	13¼x7¼x9¾			6-153	Hupmobile E-3
No.	No.	Yes.	5	2⅝x1½	2⅝x2½	PF.	Ge.	No.	Pu.	Yes.	No.	Fed.	RiC.	PS.	Str...1¼	Vac.	Uni.	Ce.	A Bos	B.	S-A.	A Bos	In.	12⅞x7¼x9¼			6-135	Jordan J-1
No.	No.	Yes.	5	2⅜x1½	2⅜x2½	PK.	Ge.	Ve.	Pu.	Yes.	No.	Fed.	RiC.	SC.	Str...1¼	Vac.	Uni.	Ce.	A Bos	B.	S-A.	A Bos	In.	12⅞x7¼x9¼			6-135	Jordan AA
No.	No.	Yes.	7	2½x1⅞	2½x2⅛	PK.	Ge.	FV.	Pu.	No.	No.	Fed.	RiC.	PS.	Str..1	Vac.	Own.	In.	A-L.	B.	S-A.	A-L.	In.	9⅛x7¼x9¼			6-	Jordan R
Yes.	No.	No.	3	2½x2⅜	2½x2⅞	PF.	Ge.	Fi.	Pu.	Yes.	No.	Fed.	RiC.	PS.	Sch. .1¼	Vac.	Uni.	Ce.	D-R.	B.	S-A.	D-R.	In.	10⅜x7½x10			6-118	Kissel 6-55
No.	No.	Yes.	5	2⅜x1¾	2⅜x1¾	PC.	Ge.	Fi.	Pu.	Yes.	No.	Fed.	RiC.	PS.	Sch. .1¼	Vac.	AC.	In.	D-R.	B.	S-A.	D-R.	In.	10¼x8⅜x8⅜			6-	Kissel 8-65
Yes.	Yes.	Yes.	5	2⅝x2⅛	2⅝x2⅛	PF.	Ge.	Fi.	Pu.	Yes.	No.	Fed.	RiC.	PS.	Sch. .1¼	Vac.	Uni.	Ce.	D-R.	B.	S-A.	D-R.	In.	10⅜x7½x10			6-118	Kissel 8-75
No.	No.	.....	4	2¼x2 .34	2¼x2⅛	PC.	Ge.	.....	Pu.	.....	.....	Fed.	RiC.	.....	Str....1¼	Vac.	Uni.	Ce.	D-R.	B.	.....	D-R.	.....	.....			6-90	Kleiber 1927
No.	No.	No.	5	2 x2¾	2 x3½	PC.	Ge.	No.	Pu.	No.	Au.	Own.	F&T.	PS.	Str...1½	Vac.	Uni.	Ce.	Delco	B.	Au.	Delco	DM.	19⅞x5⅝x9¼			6-135	Lincoln 8
No.	No.	Yes.	5	2⅜x2⅝	2⅜x2⅝	PC.	Ge.	Fi.	Pu.	Yes.	No.	G&O.	RiC.	SB.	Str...	Vac.	.....	.....	DeJ.	B.	S-A.	DeJ.	In.	11¾x7½x8½			6-142	Locomobile 8-80
No.	No.	Yes.	7	2½x2⅞	2½x3⅛	PF.	Ge.	Fi.	Pu.	Yes.	No.	G&O.	RiC.	SB.	B&B.1⅛	Pre.	None.	No.	D-R.	B.	S-A.	West.	DM.	17¼x7¾x8⅞			12-105	Locomobile 48
No.	No.	Yes.	7	2¼x2⅜	3¼x3	PC.	Ge.	Fi.	Pu.	Yes.	No.	G&O.	RiC.	SB.	Str...1½	Pre.	Uni.	Ce.	DeJ.	B.	S-A.	DeJ.	In.	20x5⅞x8½			6-166	Locomobile 90
No.	No.	Yes.	5	1¾x1½	1¾x2¼	PF.	Ge.	Fi.	Pu.	No.	No.	Fed.	RiC.	PS.	Str..1¼	Vac.	AC.	In.	DeJ.	B.	S-A.	DeJ.	In.	11¾x7½x8½			6-142	Locomobile 8-66
No.	No.	Yes.	3	2¾x2¼	2¾x3¾	PF.	Ge.	DF.	Pu.	No.	No.	Fed.	ATC.	PS.	Sch. .1½	Vac.	None.	No.	D-R.	B.	S-A.	D-R.	DM.	13⅛x7⅛x9¾			6-170	Marmon 75
No.	No.	Yes.	5	2⅜x1¾	2⅜x1¾	PK.	Ge.	Fi.	Pu.	Yes.	No.	Fed.	ATC.	PS.	Sch. .1¼	Vac.	None.	No.	D-R.	B.	S-A.	D-R.	DM.	9⅛x6⅛x9⅛			6-100	Marmon, Little
No.	No.	.....	5	2⅝x2⅛	2⅝x2⅛	PC	Ge.	Ve.	Pu.	No.	.....	Fed.	F&T.	SB.	Sch. .½	Vac.	None.	No.	D-R.	B.	S-A.	D-R.	In.	10⅛x7¼x8⅜			6-120	McFarlan Str. 8
No.	No.	.....	4	2⅝x3	2⅝x3½	PF.	Ge.	Ve.	Pu.	No.	.....	Fed.	F&T.	SB.	Swan 1¾	Pre.	None.	No.	DeJ.	K.	S-A.	DeJ.	In.	13¼x7¼x8⅜			6-165	McFarlan TV
⅝	No.	No.	4	2½x1⅛	2½x1⅜	PC.	Ge.	Ve.	Pu.	§	No.	Fed.	RiC.	PS.	Car. .1	Vac.	Uni.	Ce.	D-R.	B.	Au.	D-R.	In.	9⅛x7x9⅛			6-84	Moon 6-60
⅞	No.	No.	4	2 x1⅛	2 x2⅛	PC.	Ge.	No.	Pu.	No.	No.	Fed.	RiC.	NiS.	Str...1	Vac.	None.	No.	D-R.	B.	S-A.	D-R.	In.	9⅛x7x9⅛			6-84	Moon... Series A
No.	No.	No.	7	1¾x1⅛	1¾x1⅛	PK	Ge.	Fi.	Pu.	No.	No.	Mod.	F&T.	PS.	Car. .1	Vac.	AC.	In.	A-L.	B.	Au.	A-L.	In.	9½x6¾x9¾			6-92	Nash Light 6
No.	No.	Yes.	7	2¼x2¼	2¼x2½	PF.	Ge.	FV.	Pu.	Yes.	No.	Mod°.	F&T.	PS.	Mar..1¼	Vac.	AC.	In.	D-R.	B.	S-A.	D-R.	DM.	9½x7½x9¾			6-92	Nash Spec. 6
No.	No.	No.	7	2⅜x2⅛	2⅜x2⅛	PF.	Ge.	FV.	Pu.	Yes.	No.	Mod°.	F&T.	PS.	Mar. 1¼	Vac.	AC.	In.	D-R.	B.	S-A.	D-R.	DM.	10⅜x7¼x9⅞			6-117	Nash Adv. 6
No.	Yes.	Yes.	3	2 x2	2½x2⅜	PK	Ge.	FV.	Pu.	No.	No.	Har.	RiC.	PS....	Mar..	Vac.	AC.	In.	D-R.	B.	Au.	D-R.	In.	10⅛x7¼x9¼			6-100	Oakland 6
No.	Yes.	Yes.	3	2 x2	2½x2⅛	PC	Ge.	FV.	PT.	No.	No.	Har.	RiC.	ChS.	Joh. .1	Vac.	AC.	In.	D-R.	B.	Au.	D-R.	In.	9⅛x7¾x9⅜			6-80	Oldsmobile 30E
⅛	No.	No.	3	1⅞x2	1⅞x2	PK	Ge.	No.	Pu.	No.	No.	Own.	Cell.	PS.	Til. .1	Vac.	None.	No.	A-L.	B.	Ha....	A-L.	In.	9⅛x7x9⅛			6-80	Overland'4' Whippet
No.	No.	No.	3	1⅞x1⅛	1⅞x2½	PK.	Ge.	No.	Pu.	No.	No.	Own.	Cell.	PS.	Til. .1	Vac.	None.	No.	A-L.	B.	S-A.	A-L.	In.	10⅜x7x9⅛			6-96	Overland'6' Whippet

L-B—Link Belt.
Lyc—Lycoming.
Mar—Marvel.
Mag—Magnetic Shift
McC—McCord.
Mod—Modine.
MOR—Morse.
NC—Nickeled Copper.
N-E—North East.
NiS—Nickel Silver.
NiSt—Nickel Steel.
O—Optional.

PC—Pressure to main and connecting rod Bearings only.
PF—Pressure to all bearings including wrist Pins.
Per—Perfection
Pis—Piston.
PK—Pressure to main, connecting rod and camshaft bearings.
Pou—Poured.
Pre—Pressure.
PS—Pressed Steel.

PS—Splash with pressure (Oiling system).
PT—Combination pump and thermo-syphon.
Pu—Pump
RAM—Ramsey.
Ri—Rigid.
RiC—Ribbon Cellular.
Ru—Rubber.
S—Sleeve Valve.
S-A—Semi Automatic.
SB—Sheet Brass.

SC—Sheet copper.
Sch—Schebler.
Sep—Separate Liner.
SiCh—Silicon Chrome Steel.
Sp—Spring cushioned.
Spec—Special
Spl—Splash.
Spu—Spun.
SS—Semi Steel.
Ste—Stewart.
Str—Stromberg.
T—"T" Head.
Th—Thermo-syphon.

Til—Tillotson.
Tub—Tubular.
Tung—Tungsten Steel.
Uni—United.
Vac—Vacuum.
Var—Various.
Ve—Crankcase Ventilation.
Ver—Vertical.
Wag—Wagner
West—Westinghouse.
WF—Wooden Frame.
Wisc—Wisconsin.
Zen—Zenith.

American Passenger

CAR MAKE AND MODEL	Engine Make and Model	GENERAL: No. of Cyls. Bore and Stroke (Ins.)	GENERAL: Rated H.P. (N.A.C.C.)	GENERAL: Piston Displacement	GENERAL: Compression Ratio (to 1)	GENERAL: Maximum Brake Horsepower at Specified R.P.M.	GENERAL: Cylinder Blocks	SUSPENSION: No. of Points	SUSPENSION: Type	CRANKCASE MATERIAL: No. Cyls. Cast in 1 Block	CRANKCASE MATERIAL: Upper ‡—Sep. Casting	CRANKCASE MATERIAL: Lower	VALVES: Arrangement	VALVES: Head Material	Front End Drive: Type	Front End Drive: Make of Chain or Non-Metallic Gear	Front End Drive: Location	PISTONS: Material	PISTONS: Length (Ins.)	PISTONS: Weight (Ozs.)	PISTONS: Pin Center to Top of Head	PISTONS: No. of Rings and No. Above Pin	PISTON PIN: Diameter and Length (Ins.)	PISTON PIN: Bearing In	CONNECTING RODS: Material	CONNECTING RODS: Center to Center Length	CONNECTING RODS: Weight (Ozs.)	CONNECTING RODS: Lower Bearing: Diameter and Length (Ins.)	CONNECTING RODS: Lower Bearing: Type
Packard	6 Own	6-3½x5	29.4	288.5	....	82-3200	Ver.	3	....	6	Al..	Al..	L..	SiCh°	Ch..	MOR.	Al..	3⅞	....	1⅞	3-3	⅞x3¾	FF..	Car.	10⅞	....	2⅜x1⅜	Pou.
Packard	8 Own	8-3½x5	39.2	385.	....	106-3200	Ver.	4	....	8	Al..	Al..	L..	SiCh°	Ch..	MOR.	Al..	3⅞	....	1⅞	3-3	⅞x3¾	FF..	Car.	10⅞	....	2⅜x1⅜	Pou.
Paige	6-45 Cont. Spec	6-2⅞x4¾	19.8	185	4.54	43-2600	Ver.	4	....	6	Ir...	Ir...	L..	ChN..	Ch..	L-B..	CI..	3⅜	16	1⅜	3-3	⅞x2¾	Pis..	Car.	9	28	2 x1⅛	Spu.
Paige	6-65 Own	6-3¼x5	25.35	249	4.68	63-2800	Ver.	3	....	6	Ir...	....	L..	SS..	Ch..	L-B..	CI..	3⅛	24	2⅛	3-3	1 x2⅞	Pis..	Car.	10	48	2⅜x1¾	Spu.
Paige	6-75 Own	6-3⅜x5	27.3	268	4.68	68-3000	Ver.	3	....	6	Ir...	....	L..	SS..	Ch..	L-B..	Al..	3⅜	18	2⅛	5-5	1 x2⅞	Pis..	Car.	10	48	2⅜x1¾	Spu.
Paige	8-85 Lyc. Spec.	8-3¼x4½	33.8	298.6	4.82	80-3000	Ver.	4	Ru..	8	Ir‡..	Ir...	L..	SiCh°	Ch..	L-B..	Al..	3¾	20	1½	4-4	1 x2⅛	Pis..	Car.	9	42	2⅜x1½	Pou.
Peerless	6-60 Cont. Spec.	6-3¼x4	25.35	199	....	52-3000	Ver.	4	Ri..	6	Ir...	PS..	L..	SiCh°	Ch..	MOR.	Al..	....	....	....	3-3	....	....	Rod	....	8	....	1⅞x	....
Peerless	6-80 Cont. 8U	6-3¼x4⅝	25.35	230.2	....	63-2600	Ver.	4	....	6	Ir...	PS..	L..	NiSt°	Ch..	MOR.	Al..	3¾	....	2⅜	4-4	1x2¾	Rod	FS..	9	....	2⅛x1⅜	Pou.
Peerless	6-90 Own 90	6-3½x5	29.42	288.5	....	70-2500	Ver.	4	Ru..	6	Al..	PS..	L..	NiSt°	Ch..	MOR.	Al..	3¾	....	1⅞	3-3	1⅛x2⅝	Rod	FS..	10	....	2⅛x1⅝	Pou.
Peerless	6-72 Own 72	6-3½x5	29.4	288.6	††	70-2500	Ver.	3	Ri.	6	Al..	PS..	L..	SiCh°	Ch..	MOR.	Al..	3¾	....	1⅞	3-3	1⅛x2⅝	Rod	FS..	10	....	2⅛x1⅝	Pou.
Peerless	8-69 Own 69	8-3¼x5	33.8	332	††	80-2800	Vee.	3	....	4	Al..	Al..	L..	SiCh°	He..	Cam..	CI..	3¼	....	1⅝	3-2	⅞x3	Rod	FS..	11	....	2⅛x1½	Sep.
Pierce Arrow	80 Own	8-3½x5	29.4	288.5	4.35	70-2600	Ver.	4	Ri.	6	Al..	Al..	L..	SiCh°	Ch..	L-B..	CI..	3⅞	39	2⅛	3-3	⅞x3⅛	FF..	Car.	10½	42	2 x1½	Die.
Pierce Arrow	36 Own	6-4x5½	38.4	414.7	4.35	100-2600	Ver.	3	Sp.	6	Al..	Al..	T..	SiCh..	He..	None..	CI..	5½	62	3¼	3-3	1⅛x3.51	FF..	Car.	11	56.8	2¼x1¾	Die.
Pontiac	6 Own 6-27	6-3¼x3¾	25.3	186.5	4.6	36-2400	Ver.	3	Ru..	6	Ir...	Ir...	L..	SiCh°	Ch..	MOR.	SS..	4⅛	....	2⅛	3-2	1⅛x2⅛	Pis..	ASt.	7⅛	....	2 x1⅝	Pou.
Reo	A Own A	6-3¼x5	25.2	249	4.8	65-2800	Ver.	4	Ru..	6	Ir...	PS..	L..	SiCh°	Ch..	MOR.	Al..	4	25⅜	2.23	3-3	⅝x2⅛	Pis..	Car.	10½	39½	2⅛x1½	Pou.
Rickenbacker	6-70 Own 6-70	6-3¼x4¾	25.3	236.4	4.76	70-3000	Ver.	4	††	6	Ir..	Ir...	L..	SiCh..	Ch..	MOR.	CI..	4⅛	31	1½	4-3	1 x2⅛	Pis..	Car.	10	31	2 x1⅛	Pou.
Rickenbacker	8-80 Own 8-80	8-3x4¾	28.8	268.5	4.76	80-3000	Ver.	4	††	8	Ir...	Ir...	L..	SiCh..	Ch..	MOR.	CI..	3⅞	29	††	4-3	1 x2⅜	Pis..	Car.	10	31	2 x1⅛	Pou.
Rickenbacker	8-90 Own 8-90	8-3¼x4¾	33.8	315.2	4.76	95-3000	Ver.	4	††	8	Ir...	Ir...	L..	SiCh..	Ch..	MOR.	CI..	4⅛	31	1½	4-3	1 x2⅛	Pis..	Car.	10	36	2 x1⅜	Pou.
Roamer	8-78 Lyc. GT	8-2¾x4¾	24.2	225.7	5.0	62-3200	Ver.	4	††	8	Ir..	PS..	L..	SiCh°	Ch..	L-B..	CI..	3½	20	1⅛	4-4	⅞x2⅜	Pis..	Car.	9½	37	2⅛x1¼	Pou.
Roamer	8-88 Lyc. 4HM	8-3¼x4½	33.8	298.6	5.0	84-2900	Ver.	4	††	8	Ir‡..	PS..	L..	SiCh°	Ch..	L-B..	CI..	3½	26	1⅛	4-4	⅞x2⅞	Rod	Car.	9	42	2⅛x1½	Pou.
Rolls Royce	Own 40-50	6-4½x4¾	48.6	453.5	4.0	80-2000	Ver.	3	....	3	Al..	Al..	L..	SiCh..	He..	None..	Al..	5.10	48	....	6-6	1 x4¼	Rod	ASt.	9.9	52	2¼x1⅜	....
Star	4 Cont. W-5	4-3⅜x4¼	18.23	152.0	4.2	30-2200	Ver.	4	....	4	Ir...	PS..	L..	Car...	Ch..	MOR.	Al..	4	22⅝	1⅛	3-3	⅝x2.80	Rod	Car.	8	29⅞	1½x1⅞	Pou.
Star	6 Cont. 14-L	6-2¾x4¾	18.15	169.3	4.79	40-2400	Ver.	4	....	6	Ir...	PS..	L..	Car...	Ch..	MOR.	CI..	3⅜	16⅛	1⅛	3-3	⅞x2¾	Rod	Car.	9	26	2 x1⅛	Pou.
Stearns	F6-85 Own F-6-85	6-3½x5	29.40	288.5	4.7	80-2600	Ver.	3	Ru..	6	Al..	PS..	S..	None..	Ch..	RAM.	CI..	4⅜	....	2⅜	4-4	.97x3⅜	Pis..	Car.	12	....	2⅝x2	Pou.
Stearns	G-8 Own. G-8	8-3½x5	39.2	388	4.5	100-2600	Ver.	4	Ru..	8	Al..	Al..	S..	None..	Ch..	MOR.	CI..	....	....	2⅜	4-4	.96x3⅜	Pis..	Car.	12	....	2¼x2¼	Pou.
Studebaker	Std. 6 Own	6-3⅝x4½	27.3	242	4.5	50-2200	Ver.	3	....	6	Ir...	PS..	L..	ASt...	Ch..	L-B..	SS..	††	††	††	4-3	⅞x	Pis..	ASt.	10	....	2 x1½	Pou.
Studebaker. Spec.	6 Own	6-3½x5	29.4	288.5	4.25	65-2400	Ver.	4	....	6	Ir...	PS..	L..	ASt...	He..	None..	CI..	††	††	††	4-3	1 x	Pis..	ASt.	11¼	....	2⅝x1¾	Pou
Studebaker. Big	6 Own	6-3⅞x5	36.04	354	4.25	75-2400	Ver.	4	....	6	Ir...	PS..	L..	ASt...	He..	None..	CI..	††	††	††	4-3	1 x	Pis..	ASt.	11¼	....	2⅝ x1¾	Pou.
Stutz	AA Own AA	8-3¼x4½	33.8	298.6	5.0	92-3200	Ver.	3	Ri.	8	Ir...	Ir...	I..	SiCh..	Co..	L-B..	CI..	4⅜	22	2⅞	3-3	⅞x3.17	FF..	Al..	9¼	30	2⅝x1⅜	Pou.
Velie	Std. 50 Own	6-3½x4¼	23.4	196	4.7	48-2600	Ver.	3	Ri.	6	Ir...	PS..	I..	CI....	He..	Cam..	CI..	3½	24	1⅞	4-3	⅞x2⅞	Rod	Car.	8⅛	36	2 x1⅝	Pou.
Velie	Spec. 60 Own	6-3⅛x4⅝	24.38	221.0	4.7	58-2900	Ver.	3	Ri.	6	Ir...	PS..	I..	SiCh..	He..	Cam..	CI..	3⅞	29	2⅛	4-3	⅞x2⅞	Rod	Car.	10	46	2¼x1½	Pou.
Wills Ste. Claire	T6 Own	6-3¼x5½	25.3	273.7	....	66-3000	Ver.	4	Ru..	6	Ir‡..	Al	I..	SiCh..	Bo..	Cam°	CI..	....	20	....	3-2	¾x3.01	FF..	ASt.	....	16	2¼x	Die.
Willys Knight	66-A Own. 66-A	6-3¼x4¾	25.35	236.4	....	65-3200	Ver.	3	Ri..	6	Al..	PS..	S..	S.....	Ch..	L-B..	CI..	4⅜	24⅝	....	4-4	⅞x2¾	Pis..	Car.	11½	45	2⅛x1⅞	Pou.
Willys Knight	70-A Own. 70-A	6-2⅛x4⅜	20.7	177.9	....	52-3100	Ver.	4	Ri..	6	Ir‡..	PS.	S..	S.....	Ch..	L-B..	Al..	3⅝	....	....	3-3	¾x2⅝	Pis..	Car.	10	....	2 x1⅛	Pou.

See pages 244 and 245 for abbreviations

American Gasoline

MAKE AND MODEL	GENERAL CHARACTERISTICS: Type of Car	Weights: Total Weight of Car (Lbs.)	Weights: Weight on Driving Wheels (Lbs.)	Passenger Capacity	Overall: Length, Ft.-Ins.	Overall: Width, Ft.-Ins.	Total Number of Wheels	ENGINE: Make	ENGINE: Number of Cylinders Bore and Stroke (Ins.)	Horsepower: Rated (N.A.C.C.)	Horsepower: Brake	ENGINE: R.P.M. at Normal Track Speed	ENGINE: Location	ELECTRICAL SYSTEM: Ignition: Make	Ignition: Current Source	ELECTRICAL SYSTEM: Generator Make	ELECTRICAL SYSTEM: Starter Make	ELECTRICAL SYSTEM: Battery: Make	Battery: Voltage and Amp. Hrs. Capacity	TRANSMISSION: Clutch: Make	Clutch: Type	Gearset: Make	Gearset: Number of Forward and Reverse Speeds	Gearset: Location	Sanders Type
Brill 55	Spe..	29000	18000	43	43-0	8-4	8	Midw.	4-4¾x6	36.10	68	1500	Fin B..	Eise...	M	L-N...	L-N...	Exi...	12-180	B-L...	MDD.	B-L...	6-3	Ear..	Gra...
Brill 65	Spe..	40000	26000	Var.	44-6	8-4	8	Ster...	6-4¼x6	52.7	120	1400	Fin B..	Scin...	M	L-N...	L-N...	Exi...	12-240	Own..	MDD.	Own..	5-5	Tru..	Air...
Brill 75	Spe..	58000	34000	Var.	55-0	9-6	8	Wint.	6-6 x7	86.4	200	1300	Fin B..	Scin...	M	L-N...	L-N...	Exi...	12-340	Own..	MDD.	Own..	5-5	Tru..	Air...
Brill Gas Elec	Spe..	78000	40000	Var.	60-0	9-17⅛	8	Ster...	6-3⅜x6¾	33.7	180	1200	Fin B..	N-E..	M	G-E...	N-E..	Exi...	Spec..	Ele...	Ele...	Ele...	Var...	Tru..	Air...
Brill-Westingh 250	Spe..	92000	56000	53	60-0	9-6	8	Own..	6-7¼x8	126	250	1100	Fin B..	Scin...	M	West..	L-N...	Exi...	32-215	Ele...	Ele...	Ele...	Var...	Tru..	Pre...
Edwards 20	Spe..	39000	16000	42	43-2½	8-4	8	Buda..	6-4½x6	48.60	95	1200	Don T.	Bosch.	M	L-N...	L-N...	Exi...	32-	Det...	MDD.	Cot...	4-4	Eng..	Pre...
Edwards 10	Spe..	18500	9500	30	32-0	8-0	8	Wauk	6-4x5⅜	38.40	80	1500	Fin B..	Bosch.	M	L-N...	L-N...	Exi...	12-	Det...	MDD.	Cot...	4-4	SeU..	Pre...
Edwards 45	Spe..	50000	35000	65	55-0	9-6	8	Buda..	6-4½x6	48.6	100	1600	Don T.	.....	M	L-N...	L-N...	Exi...	32-	Det...	MDD.	Cot...	4-4	.....	Pre...
Electro-Motive Set	Spe..	112680	68360F	34	70-6	9-9	8	Wint.	6-7x8	117	200	1000	Fin B..	RBos..	M	G-E...	L-N...	Exi...	32-150	None..	None..	None..	None..	None..	Pre...
Electro-Motive	Spe..	78000	4700	61	57-4	9-9	8	Wint.	6-7¼x8‡	126	220	1000	Fin B..	RBos..	M	G-E...	L-N...	Exi...	32-150	None..	None..	None..	None..	None..	Pre...
Electro-Motive	Spe..	92000	55260	42	70-6	9-9	8	Wint.	6-7¼x8‡	126	220	1000	Fin B..	RBos..	M	G-E...	L-N...	Exi...	32-150	None..	None..	None..	None..	None..	Pre...
F.W.D. B	CAT.	38000	20000	50	.....	.....	8	Wisc.	6-5.1x5½	62.3	93	1200	Fin B..	.....	B..	N-E..	N-E..	Wil...	24-	HeS..	MDO.	Own..	3-3	SeU..	Pre...
Mack ACX	CAT.	22000	9000	35	37-8	9-9	8	Own..	4-5x6	40.00	50	1250	Fou B..	Spli...	M	N-E..	N-E..	Exi...	12-160	Own..	S P...	Own..	4-4	Se U.	Pre...
Mack AB	CAT.	12270	7000	30	28-8	8-6	6	Own..	4-4¼x5	28.90	30	1425	Fou B..	Spli...	M	N-E..	N-E..	Exi...	12-160	Own..	MDD.	Own..	4-4	Eng..	Gra...
Meister 30	Spe..	16000	12000	30	30-0	7-0	6	Midw.	4-4¾x6	36.10	50	1000	Rin B..	Bosch.	M	L-N...	L-N...	KCB..	12-120	B-L...	MDD.	B-L...	4-4	Eng..	Pre...
Meister 50	Spe..	24300	17500	50	40-0	10-6	8	Wisc.	6-5¾x7	79.35	120	1000	Rin B..	Bosch.	M	L-N...	L-N...	Wil...	12-120	Det...	MDD.	Own..	4-4	Axle.	Pre...
Sykes 6-L	Spe..	78000	45000	62	63-4	9-6	8	Ster...	6-6¼x7¾	93.8	275	1400	Fin B..	N-E..	B..	N-E..	N-E..	Exi...	12-	Own..	MDD.	Own..	6-6	SeU..	Pre...

ABBREVIATIONS:

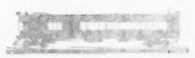
*—Both Trucks.
‡—Also furnished with 6-7½x8½, 250 h.p. Engine.
††—Manufacturers did not furnish information.
A&M—Air and Manual.
Auto—Automobile Type.
Axle—Unit with Axle.
B—Battery
B-L—Brown-Lipe.
C—Coil.
CAT—Converted Auto Truck.
C-FE—Coil and Elliptic.
Ch&SB—Chain and Spiral Bevel.
C-TE—Coil and Transverse Elliptic.
Cha—Chain.
Cot—Cotta.
C-S—Coil and Semi-Elliptic.
DE—Double End.
Det—Detlaff.
DonT—Directly on Trucks.
DR—Double Reduction.
Ele—Electric.
Eise—Eisemann.
Eng—Unit with Engine.
Exi—Exide.
F—Front.
FE—Full Elliptic.
FinB—Front Inside Body.
FouB—Front Outside Body.
F&R—Front and Rear.
G-E—General Electric.
Gra—Gravity.
Heli—Helical Gear.
HeS—Hele Shaw.
L-½E—Longitudinal Semi-Elliptic.

Car Engines—Continued

CRANKSHAFT						OILING			COOLING SYSTEM					FUEL SYSTEM				ELECTRICAL SYSTEM							CAR MAKE AND MODEL
			Main Bearings								Radiator					Air Cleaner		Ignition				Battery			
Offset (Ins.)	Counterbalanced?	Torsional Vibration Damper?	Number	Front Diameter and Length	Rear Diameter and Length	System Type	Pump Type	Cleaner Type	Type	Thermostat?	Shutters?	Make	Core Type	Shell Material	Carburetor Make and Size (Ins.)	Feed Type	Make	Type	Make	Current Source	Spark Control	Generator and Starter Make	Starter Engagement	Length	Width	Height	Volts and Ampere-Hrs.	
No..	Yes	No..	7	2⅝x	2⅝x	PF..	Ge..	Di..	Pu..	Yes	No..	Own..	RiC..	PS..	Own.. 1 1/16	Vac..	None..	No..	Delco	B..	S-A..	Dyn.	In..	10¾x7¼x9¾			6-112	Packard.....6
No..	Yes	Yes	9	2⅝x	2⅝x	PF..	Ge..	Di..	Pu..	Yes	Au..	Own..	RiC..	PS..	Own.. 1 7/8	Vac..	None..	No..	Delco	B..	S-A..	Dyn.	In..	13¼x7¼x9¾			6-160	Packard.....8
No..	No..	No..	4	2¼x1¾	2¼x1⅜	PK..	Ge..	No..	Pu..	No..	No..	MeC..	RiC..	PS..	Joh.. 1	Vac..	AC..	In..	D-R	B..	S-A.	D-R.	In..	10⅜x7x9⅜			6-115	Paige.....6-45
No..	Yes	No..	3	2 3/16x2 1/32	2 3/16x2 1/32	PF..	Ge..	No..	Pu..	Yes	No..	MeC..	RiC..	PS..	Joh.. 1¼	Vac..	.....	In..	A-K..	B..	S-A.	D-R.	In..	10⅜x7x9⅜			6-115	Paige.....6-65
No..	Yes	No..	3	2 3/16x2 1/32	2 3/16x2 1/32	PK..	Ge..	No..	Pu..	Yes	No..	MeC..	RiC..	PS..	Joh.. 1¼	Vac..	.....	In..	A-K..	B..	S-A.	D-R.	In..	10⅜x7x9⅜			6-115	Paige.....6-75
No..	Yes	Yes	5	2⅝x1¾	2⅝x2¾	PK..	Ge..	Fi..	Pu..	Yes	No..	MeC..	RiC..	PS..	..... 1½	Vac..	.....	In..	D-R	B..	.....	D-R	In..	.....			6-115	Paige.....8-85
.....	.....	.....	7	2⅛x	2⅛x	.....	.....	.....	Pu..	.....	.....	.....	.....	.....	Str.....	.....	.....	.....	A-L..	B..	S-A	A-L.	In..	.....			.....	Peerless.....6-60
No..	No..	Yes.	7	2⅝x2 3/16	2⅝x2 1/16	PK..	Ge..	No..	Pu..	No..	Au*	Har..	RiC..	PS..	Str... 1¼	Vac..	AC..	In..	A-L..	B..	S-A	A-L.	In..	10⅜x7x9 1/16			6-	Peerless.....6-80
.....	.....	.....	7	2⅝x2 3/16	2⅝x2 1/16	PK..	Ge..	Fi..	Pu..	No..	Au.	Har..	RiC..	PS..	Str... 1¼	Vac..	AC..	In..	A-L..	B..	S-A	A-L.	In..	10⅛x7¼x9¾			6-	Peerless.....6-90
.....	.....	No..	7	2⅝x2 3/16	2⅝x2 1/16	PK..	Ge..	Fi..	Pu..	No..	Au.	Har..	RiC..	PS..	Joh.. 1¼	Vac..	None..	No..	Delco	B..	S-A	Delco	In..	10¼x7¼x9½			6-	Peerless.....6-72
.....	.....	No..	3	2¼x2 3/16	2¼x3 1/16	PK..	Ge..	Fi..	Pu..	No..	Au.	Har..	RiC..	PS..	Str... 1½	Vac..	AC..	In..	Delco	B..	S-A	Delco	In..	12½x7¼x9⅜			6-	Peerless.....8-69
No..	No..	Yes	7	2⅝x2 3/16	2⅝x2 3/4	PF..	Ge..	Fi..	Pu..	Yes	Au.	Fed..	RiC..	PS..	Own.. 1 1/16	Vac..	None..	No..	Delco	B..	S-A	Delco	DM..	10½x7¼x9¾			6-111	Pierce Arrow.....80
No..	No..	Yes	7	2¼x2 3/4	2¼x3¼	PF..	Ge..	Fi..	Pu..	No..	Au.	Har..	RiC..	NiS..	Own.. 2	Pre..	None..	No..	Delco	B..	S-A	Delco	DM..	13x7½x10			6-160	Pierce Arrow.....36
No..	No..	No..	3	1 1/16x1 5/8	2 1/16x2	PC..	Ge..	Fi..	Pu..	No..	No..	Har..	RiC..	PS..	Car.. 1	Vac..	None..	No..	D-R	B..	Au..	D-R.	DM..	9 1/16x7x9 1/16			6-80	Pontiac.....6
No..	No..	Yes	7	2 5/16x2 3/16	2 3/16x2¾	PK..	Ge..	FV..	Pu..	No..	No..	Har..	RiC..	PS..	Sch.. 1½	Vac..	AM..	Fi.	D-R	B..	S-A	D-R.	DM..	10 7/8x7¼x9 11/16			6-111	Reo.....A
No..	No..	Yes	7	2 1/16x1½	2 1/16x2¼	PC..	Ge..	No..	Pu..	Yes	No..	Fed..	RiC..	PS..	Str... 1¼	Vac..	Per..	In..	ABos	B..	S-A	ABos	DM..	10¼x7¼x9 3/8			6-105	Rickenbacker..6-70
No..	No..	Yes	9	2 1/16x1½	2 1/16x2¼	PC..	Ge..	No..	Pu..	Yes	No..	Fed..	RiC..	PS..	Zen..1d	Vac..	Per..	In..	D-R	B..	S-A	ABos	DM..	10¼x7¼x9 3/8			6-105	Rickenbacker..8-80
No..	No..	Yes	9	2 1/16x1½	2 1/16x2¼	PC..	Ge..	No..	Pu..	Yes	Au.	Fed..	RiC..	PS..	Zen.. 1¼d	Vac..	Per..	In..	D-R	B..	S-A	ABos	DM..	12½x7¼x9 3/8			6-135	Rickenbacker..8-90
No..	No..	Yes.	5	2⅝x1¾	2⅝x2¼	PK.	Ge.	Ve..	Pu..	No..	No..	Jam..	RiC..	SB.....	.....	.....	None..	No..	.....	B..	Ha..	.....	In..	.....			.....	Roamer.....8-78
No..	No..	Yes	5	2⅝x2 5/8	2⅝x2 5/8	PC..	Ge..	Ve..	Pu..	No..	No..	Mod..	.....	SB..	Sch.. 1½	Vac..	None..	No..	A-L..	B..	Ha..	A-L.	In..	10¾x7¼x9¾			6-112	Roamer.....8-88
No..	No..	Yes	7	2¼x3	2¼x3¾	PF..	Ge..	Fi..	Pu..	No..	Yes	Own..	ATC..	NiSt..	Own.. 1 7/8	Pre..	None..	No..	ABos	B..	S-A	West.	Mag..	13⅝x7⅞x9⅛			6-120	Rolls Royce.....
No..	No..	No..	3	1 1/16x1 3/8	1 1/16x2¾	PF..	Ge..	No..	Pu..	No..	No..	Fed..	RiC..	PS..	Til.. 1	Vac..	None..	No..	A-L.	B..	Ha..	A-L.	In..	9 1/16x7¼x9¼			6-84	Star.....4
No..	No..	No..	4	2 1/16x1 3/8	2 1/16x1 3/8	PF..	Ge..	No..	Pu..	No..	No..	Fed..	RiC..	PS..	Til.. 1	Vac..	None..	No..	A-L.	B..	Ha..	A-L.	In..	9 1/16x7¼x9¼			6-84	Star.....6
¼	No..	No..	7	2⅝x2 1/16	2⅝x4 5/16	PK.	Ge..	Fi.	Pu..	No..	Yes	Fed..	RiC..	PS..	Til.. 1¼	Vac..	AC..	In.	DeJ..	B..	Ha..	DeJ..	In..	17½x7½x9½			12-84	Stearns.....F6-85
¼	No..	No..	9	3 x2 5/8	3 x3	PK..	Ge..	Fi.	Pu..	No..	No..	Fed..	RiC..	PS..	Til.. 1½	Vac..	AC..	In.	DeJ..	B..	Ha..	DeJ..	In..	17½x7½x9½			12-84	Stearns.....G-8
No..	No..	No..	4	1 1/16x2 3/16	2½x2 3/16	PK..	Ge..	Fi.	Pu..	No..	No..	Var..	F&T..	PS..	Str... 1	Vac..	Han..	Ce.	D-R°	B..	Au..	Wag°	In..	9½x7¼x9¾			6-90	Studebaker.. Std. 6
No..	No..	Yes	4	2 1/16x2 1/2	2 1/16x3 1/16	PK..	Ge..	Fi.	Pu..	No..	No..	Var..	F&T..	PS..	Str... 1¼	Vac..	Han..	Ce.	D-R°	B..	Au..	Wag°	Ch..	10½x7¼x9¾			6-111	Studebaker. Spec. 6
No..	No..	Yes	4	2 1/16x2½	2 1/16x3 1/16	PK..	Ge..	Fi.	Pu..	No..	No..	Var..	F&T..	PS..	B&B.1½	Vac..	None..	No..	D-R°	B..	Au..	Wag°	Ch..	10½x7¼x9¾			6-111	Studebaker. Big 6
No..	No..	No..	9	2½x3. 90	2½x2 5/8	PK..	Ge..	Di.	Pu..	No..	No..	Fed..	ATC..	PS..	Zen.. 1¾	Vac..	AC..	In.	D-R	B..	S-A	D-R.	In..	13 1/16x7x9 5/8			6-160	Stutz.....AA.
No..	No..	Yes	4	2¼x2¼	2¼x3	PF..	Ge..	No..	Th..	No..	No..	Jam..	RiC..	PS..	Str... 1	Vac..	None..	No..	A-L..	B..	S-A	A-L.	In..	9 1/16x7x9 5/16			6-90	Velie..... Std. 50
No.	Yes	No..	4	2¾x2¼	2¾x2 5/8	PF..	Ge..	No..	Th..	No..	No..	Jam..	RiC..	PS..	Str... 1¼	Vac..	None..	No..	D-R	B..	S-A	D-R.	In..	10 1/16x7x9 1/16			6-102	Velie..... Spec. 60
††	Yes	No..	7	2½x1½	2½x2 3/32	PF..	Ec..	No..	Pu..	Yes	Yes	MeC..	F&T..	PS..	Sch.. 1½	Pre..	None..	No..	D-R	B..	Au..	D-R°	In..	20x4 5/8x10			6-132	Wills Ste. Claire T6
¼	No..	No..	7	2½x1 11/16	2½x2¾	PK..	Ge..	Di.	Pu..	Yes	No..	Own..	Cell..	PS..	Til.. 1¼	Vac..	Til..	Ce..	A-L.	B..	S-A	A-L.	In..	13½x7½x9¾			6-170	Willys Knight..66-A
1/16	No..	No..	7	2¼x2	2¼x2½	PK..	Ge..	Di.	Pu..	Yes	No..	Own..	Cell..	PS..	Til.. 1	Vac..	Til..	Ce..	A-L.	B..	S-A	A-L.	In..	11 3/4x7 1/16x9¾			6-142	Willys Knight..70-A

See pages 244 and 245 for abbreviations

Rail Cars



DRIVING TRUCK					PONY TRUCK		BRAKES				CONTROL					SPRINGS		BODY DIMENSIONS					MAKE AND MODEL
	Wheels						Service		Emergency			Transmission						Overall		Length			
Location	Total Number	Number Driving	Axle Bearing Type	Final Drive	Number of Wheels	Axle Bearings, Type	Type	Application	Type	Application	Car Control	Throttle	Clutch	Gearshift	Reverse	Front Type	Rear Type	Inside Length Ft.-Ins	Inside Width Ft.-Ins.	Baggage Compt., Ft.-Ins.	Passenger Compt., Ft.-Ins	Smoking Compt., Ft.-Ins.	
F.....	4	4	Roller..	S B..	4	Roller...	Rail.....	Air.....	Rail.....	Air...	S E...	Man..	Man..	Man..	Man..	L-½E...	L-½E...	42–0	8–0	Var..	Var...	Var....	Brill.....55
F.....	4	4	Roller..	S B..	4	Roller...	Rail.....	Air.....	Rail.....	Air...	S E...	Man..	Man..	Man..	Man..	L-½E...	L-½E...	43–6	8–0	Var..	Var...	Var....	Brill.....65
F.....	4	4	Roller..	S B..	4	Roller...	Rail.....	Air.....	Rail.....	Air...	S E...	Man..	Man..	Man..	Man..	L-½E...	L-½E...	55–0	9–2	Var..	Var...	Var....	Brill.....75
F.....	4	4	Roller..	Sp.....	4	Roller...	Rail.....	Air.....	Rail.....	Air...	D E...	Man..	None..	None..	Ele..	L-½E...	L-½E...	59–0	9–1	Var..	Var...	Var....	Brill.... Gas Elec
F.....	4	4	Plain..	Heli...	4	Plain...	Rail.....	A&M...	Rail.....	A&M..	Opt...	Man..	None..	None..	Ele..	C-TE...	C-TE...	59–0	9–2	Var..	Va...	Var....	Brill-Westingh250
F.....	4	4	Roller..	Ch&SB	4	Roller...	Rail.....	Air.....	Rail.....	Air...	SE...	Man..	Man..	Man..	Man..	C-FE...	C-FE...	43–10	8–0	11–0	30–0	None....	Edwards.....20
R.....	4	4	Roller..	Ch&SB	4	Roller...	Rail.....	Air.....	Rail.....	Air...	S E...	Man..	Man..	Man..	Man..	C-S.....	C-S.....	31–10	7–9	9–6	19–4	None....	Edwards.....10
F&R..	4	4	Roller..	Cha...	4	Roller...	Rail.....	Air.....	Rail.....	Air...	D E...	Man..	Man..	Man..	Man..	-FE...	-FE...	55–0	9–6	15–0	32–1	7–6	Edwards.....45
F&R..	8	8	Plain..	Sp.....	.....	.....	Rail.....	Air.....	Rail.....	Air...	S E...	Man..	None..	None..	None..	C-FE...	C-FE...	70–6	9–9	30–0	11–8	8–9	Electro-MotiveSet
F.....	4	4	Plain..	Sp.....	4	Plain...	Rail.....	Air.....	Rail.....	Air...	Opt...	Man..	None..	None..	None..	C-FE...	C-FE...	42–11	9–9	7–10	35–1	.....	Electro-Motive...
F.....	4	4	Plain..	Sp.....	4	Plain...	Rail.....	Air.....	Rail.....	Air...	Opt...	Man..	None..	None..	None..	C-FE...	C-FE...	57–11	9–9	16–8	17–4	8–9	Electro-Motive...
.....	4	4	Roller.	StB.....	.....	.....	Rail.....	Air.....	Rail.....	Air...	S E...	Man..	Man..	Man..	Man..	††	C-S.....	††	††	††	††	††	F.W.D.....B
R.....	4	2	Roller.	D R..	4	Roller...	Rail.....	Air.....	Rail.....	Man..	S E...	Man..	Man..	Man..	Man..	L-½E...	L-½E...	30–0	9–3	8–0	21–10	None....	Mack.....ACX
R.....	2	2	Roller.	D R..	4	Roller...	Auto....	Man.....	Auto.....	Man..	S E...	Man..	Man..	Man..	Man..	L-½E...	L-½E...	21–9	7–3	Var..	Var...	Var....	Mack.....AB
R.....	2	2	Ball....	S B..	4	Ball....	Rail.....	Man.....	Rail.....	Man..	S E...	Man..	Man..	Man..	Man..	Rub....	C-S.....	30–0	6–6	6–0	6–0	6–6	Meister.....30
R.....	4	2	Ball....	S B..	4	Ball....	Rail.....	Air.....	Rail.....	Man..	S E...	Man..	Man..	Man..	Man..	Rub....	C.	39–6	10–0	10–0	30–0	None....	Meister.....50
F&R..	8	4	Plain..	DR*	.....	.....	Rail.....	Air.....	Rail.....	Man..	S E...	Man..	Air...	Air...	Man..	-FE...	-FE...	62–0	9–2	††	††	††	Sykes.....6-L

L-N—Leece-Neville.
M—Magneto.
Man—Manual.
MDD—Multiple Dry Disk.
MDO—Multiple Disk in Oil
Midw—Midwest.
N-E—Northeast.
Opt—Optional.
Pre—Pressure.
R—Rear.
Rail—Railroad Type.
RBos—Robert Bosch,
RinB—Rear Inside Body.
Rub—Rubber.
SB—Spiral Bevel.
Scin—Scintilla.
SE—Single End.
SeU—Separate Unit.
SP—Single Plate.
Sp—Spur.
Spe—Special Railroad Design.
Spec—Special.
Spli—Spiltdorf.
Ster—Sterling.
StB—Straight Bevel.
Tru—Trucks.
Var—Varies.
Wauk—Waukesha.
West—Westinghouse,
Wil—Willard.
Wint—Winton
Wisc—Wisconsin.

Body Construction and

NOTE: The body models listed below represent the lowest priced

MAKE & MODEL OF CHASSIS	Body Model	Price $	Wheelbase (Ins.)	Tire Size (Ins.)	Weight of Complete Car (Lbs.)	Number of Doors	Body Framework Material	Covering Materials: Body Panels	Covering Materials: Rear and Quarter Sections	Covering Materials: Upholstery	Covering Materials: Top	Type of Finish	Type of Windshield	Type of Wheels	Snubbers or Shock Absorbers Fitted?	Bumpers	Trunk Rack	Windshield Wiper	Car Heater	Cowl Ventilator	Engine Thermometer	Dash Gas. Gage	Cigar Lighter	Locks Fitted
Auburn 6-66	Touring	1145	120	29x5.25	††	4	†Wood	Steel	Steel	Leather	R C F	Pyrox	†2	A	Yes	Yes	No	Yes	No	Yes	No	No	No	D
	Sport Sedan	1195	120	29x5.25	3040	2	†Wood	Steel	Steel	†Velour	R C F	Pyrox	†2	A	Yes	Yes	Yes	Yes	No	Yes	No	No	No	D
Auburn 8-77	Touring	1445	125	29x5.25	....	4	M&W	Steel	Steel	Leather	R C F	Pyrox	2	A	Yes	Yes	No	Yes	No	Yes	Yes	Yes	No	G
	Sport Sedan	1495	125	29x5.25	3350	4	M&W	Steel	Steel	Mohair	R C F	Pyrox	2	A	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	D
Auburn 8-88	Sport Sedan	2095	129	31x6.00	3380	4	†Wood	Steel	Steel	††	R C F	Pyrox	†2	A	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	D
Buick 115	Touring	1225	114½	31x5.75	2955	4	M&W	Steel	None	Leather	Fabric	Pyrox	1	A	No	No	No	Yes	No	Yes	Yes	Yes	No	I
	Sedan	1195	114½	31x5.75	3150	2	M&W	Steel	Steel	Mohair	R C F	Pyrox	1	A	No	No	No	Yes	No	No	Yes	Yes	No	D, I
Buick 120	Sedan	1395	120	33x6.00	3670	2	M&W	Steel	Steel	Mohair	R C F	Pyrox	1	A	No	No	No	Yes	No	No	Yes	Yes	No	D, G, I
Buick 128	Spt. Touring	1525	128	33x6.00	3635	4	M&W	Steel	Steel	Leather	Fabric	Pyrox	1	A	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	G
	Coupe	1850	128	33x6.00	....	2	M&W	Steel	Steel	Mohair	PyFa	Pyrox	1	A	No	No	No	Yes	No	No	Yes	Yes	No	D, I
Cadillac 314	Brougham	2995	132	33x6.75	4170	2	M&W	Steel	Steel	Optional	R C F	Pyrox	1	A	Yes	No	Yes	Yes	No	No	No	Yes	Yes	D, G, T
	Phaeton	3450	138	33x6.75	4275	4	M&W	Steel	None	Leather	R C F	Pyrox	1	A	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	G, T
Cadillac Custom	Coupe	3855	138	33x6.75	4465	2	M&W	Steel	Steel	Optional	R C F	Pyrox	1	A	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	D, G, T
Case JIC	Touring	1885	122	32x6.20	3290	4	M&W	Steel	Steel	Leather	R C F	Pyrox	2	A	Yes	No	No	No	No	Yes	Yes	Yes	No	G, I
	Sedan	2590	122	32x6.20	3640	4	M&W	Steel	Steel	Optional	R C F	Pyrox	2	A	Yes	No	No	No	Yes	Yes	Yes	Yes	No	D, G, I
Chandler Std. 6	Touring	945	108½	30x4.75	2475	4	Wood	Steel	Fabric	Leather	PyFa	Pyrox	2	A	No	No	No	No	No	Yes	No	No	No	I
	Sedan	995	108½	30x4.75	2685	4	Wood	Steel	Steel	Broad	PyFa	Pyrox	1	A	No	No	No	Yes	No	No	No	No	No	D, I
Chandler Spec. 6	Touring	1145	115	31x5.25	2890	4	Wood	Steel	Fabric	Leather	PyFa	Pyrox	2	A	No	No	No	No	No	Yes	No	No	No	I
	Sedan	1295	115	31x5.25	3230	4	M&W	Steel	Steel	Mohair	PyFa	Pyrox	1	A	No	No	No	Yes	No	No	No	No	No	D, I
Chandler Big 6	Spt. Touring	1545	124	33x6.00	3330	4	Wood	Steel	None	Leather	PyFa	Pyrox	2	A	No	Yes	No	Yes	No	Yes	Yes	Yes	No	G
	20 Cen. Sedan	1495	124	33x6.00	3570	4	M&W	Steel	Steel	Mohair	PyFa	Pyrox	1	A	No	No	Yes	Yes	No	Yes	Yes	Yes	No	D,G
Chandler Royal St. 8	Touring	2050	124	33x6.00	††	4	Wood	Steel	None	Leather	R C F	Pyrox	1	A	No	No	No	Yes	No	Yes	No	Yes	No	I
	Sedan	2195	124	33x6.00	††	4	Wood	Steel	Steel	Mohair	PyFa	Pyrox	1	A	No	No	No	Yes	No	Yes	Yes	Yes	No	D, I
Chevrolet V	Touring	525	103	29x4.40	1865	4	Wood	Steel	Steel	Fab Lea	R C F	Pyrox	1	D	No	No	No	Yes	No	No	No	No	No	I, S
	Coach	595	103	29x4.40	2110	2	Wood	Steel	Steel	Corduroy	R C F	Pyrox	1	D	No	No	No	Yes	No	Yes	No	No	No	D, I, S
Chrysler 50	Touring	750	106	29x4.75	2145	4	Wood	Steel	Steel	Leather	Fabric	Pyrox	1	A	No	No	No	Yes	No	No	No	No	No	G
	Coach	780	106	29x4.75	2335	2	Steel	Steel	Steel	Mohair	Fabric	Pyrox	1	A	No	No	No	Yes	No	No	No	No	No	G
Chrysler 60	Touring	1075	109	28x5.25	2570	4	Wood	Steel	Steel	Leather	Fabric	Pyrox	1	A	Yes	No	No	Yes	No	No	No	Yes	No	G
	Coach	1145	109	28x5.25	2795	2	Wood	Steel	Steel	Mohair	Fabric	Pyrox	1	A	Yes	No	No	Yes	No	No	No	Yes	No	G
Chrysler 70	Phaeton	1395	112¾	30x6.00	2930	4	Wood	Steel	Steel	Leather	Fabric	Pyrox	1	A	Yes	No	No	Yes	No	No	Yes	Yes	No	I, S
	Brougham	1525	112¾	30x6.00	3090	2	Wood	Steel	Steel	Mohair	Fabric	Pyrox	1	A	Yes	No	Yes	Yes	No	No	No	Yes	No	D, G, I, S
Chrysler 80	Phaeton	2495	120	30x6.75	3925	4	Wood	Steel	Steel	Leather	Fabric	Pyrox	1	A	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	G
	Sedan	2675	120	30x6.75	....	4	Wood	Steel	Steel	Mohair	Fabric	Pyrox	1	A	Yes	Yes	No	Yes	....	No	Yes	No	Yes	D, G
Cunningham V7	Spt. Touring	6150	132	33x6.75	4500	4	Wood	Alum	Alum	Leather	Option	Varnish	1-2	O	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	I, T
	Coupe	7600	132	33x6.75	4700	2	Wood	Alum	Alum	Optional	Leather	Varnish	1	O	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	D, I
Davis 94-27	Touring	1285	109	29x4.95	2500	4	Wood	Steel	None	Leather	R C F	Pyrox	1	D	No	No	No	No	Yes	No	Yes	No	No	G
	Sedan	1285	109	29x4.95	2570	4	Wood	Steel	Steel	Velour	R C F	Pyrox	1	D	No	No	No	No	Yes	No	Yes	No	No	G
Davis 92-27	Leg. Touring	1395	115	32x6.00	2915	4	Wood	Steel	None	Leather	R C F	Pyrox	1	D	No	No	No	No	Yes	No	Yes	No	No	G
	Sedan	1595	115	32x6.00	3000	4	Wood	Steel	Fabric	Velour	R C F	Pyrox	1	D	No	No	No	Yes	No	No	Yes	Yes	No	D, G
Delling Steam	Phaeton	2895	132	32x6.20	4100	4	Wood	Alum	Alum	Leather	PyFa	Pyrox	2	D	Yes	No	No	Yes	No	Yes	No	No	No	S, T
	Sedan	3500	132	32x6.20	4350	4	Wood	Alum	Alum	Mohair	PyFa	Pyrox	2	D	Yes	No	No	Yes	No	Yes	No	No	No	D, S, T
Diana 8	Brougham	1995	125½	32x6.00	3170	2	M&W	Steel	Steel	Mohair	PyFa	Pyrox	1	A	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	D, G
Dodge Brothers	Touring	795	116	31x5.25	2584	4	Steel	Steel	Steel	Leather	R C F	Enamel	1	D°	No	No	No	Yes	No	Yes	No	No	No	G
	Sedan	895	116	31x5.25	2816	4	Steel	Steel	Steel	Leather	R C F	Pyrox	1	D°	No	No	No	Yes	No	Yes	No	No	No	D, G
duPont E	Touring	2800	125	32x6.20	3850	4	M&W	Alum	Alum	Leather	Fabric	Pyrox	2	A	Yes	Yes	No	Yes	No	Yes	Yes	Yes	No	I
	Coupe	3200	125	32x6.20	3850	...	M&W	Alum	Alum	Broad	R C F	Pyrox	1	A	Yes	Yes	No	Yes	No	Yes	Yes	Yes	No	I
Elcar 6-70	Brougham	1295	117	28x5.25	2670	2	Wood	Steel	Steel	Velvet	PyFa	Pyrox	1	A	Yes	No	Yes	Yes	No	Yes	No	Yes	No	D, G
Elcar 8-82	Brougham	1595	123	30x6.00	3410	2	Wood	Steel	Steel	Velvet	PyFa	Pyrox	1	O	Yes	Yes	Opt	Yes	No	Yes	Yes	Yes	No	D, G
Elcar 8-90	Brougham	2195	127	32x6.20	3710	2	Wood	Steel	Steel	Mohair	Fabric	Pyrox	1	A	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	D, G
Erskine 6	Tourer	945	107	28x4.40	....	4	Wood	Steel	Steel	Leather	Fabric	Pyrox	1	A	No	Yes	No	Yes	No	Yes	No	Yes	No	I, S
	Sedan	995	107	28x4.40	....	4	Steel	Steel	Steel	Broad	Fab Lea	Pyrox	1	A	No	Yes	No	Yes	No	Yes	No	Yes	No	D, I, S
Essex Super Six	Coach	735	110½	31x5.00	2450	2	Steel	Steel	Steel	Cloth	R C F	Pyrox	1	A	No	No	No	Yes	No	Yes	Yes	Yes	No	I
Flint Z-18	Coach	960	110	30x5.25	2525	4	†M&W	†Steel	†Steel	†Worsted	†R C F	Pyrox	†1	A	No	No	No	No	Yes	Yes	No	Yes	No	††
Flint 60	Touring	1260	115	30x5.77	2750	4	†Wood	†Steel	†Steel	†Leather	†R C F	Pyrox	†2	A	No	No	No	Yes	No	Yes	Yes	Yes	No	G, I
	Brougham	1450	115	30x5.77	3010	2	†Wood	†Steel	†Steel	†Mo Ve	††	Varnish	†1	A	No	Yes	Yes	Yes	Yes	No	Yes	No	D, G, I
Flint 80	Touring	1450	120	32x6.20	3245	4	†Wood	†Steel	†Steel	†Leather	†R C F	Pyrox	†2	A	No	Yes	No	Yes	No	Yes	Yes	Yes	No	G, I
	Coupe	1850	120	32x6.20	3500	2	†Wood	†Steel	†Steel	†Broad	††	Pyrox	†1	A	No	Yes	No	Yes	Yes	Yes	Yes	Yes	No	D, G, I
Ford T	Touring	380	100	29x4.40	1728	4	Metal	Steel	Steel	Fab Lea	R C F	Pyrox	2	A	No	No	No	Yes	No	No	No	No	No	I
	Tudor	495	100	29x4 40	1972	2	Metal	Steel	Steel	Wor Fab	R C F	Pyrox	1	A	No	No	No	Yes	No	Yes	No	No	No	D, I
Franklin 11	Touring	2635	119	32x6.00	2975	4	Wood	Alum	None	Leather	R C F	Pyrox	1	A	Yes	Yes	No	Yes	No	Yes	No	No	No	G
	Sedan	2790	119	32x6.00	3230	4	Wood	A & S	Alum	Broad	PyFa	Pyrox	1	A	Yes	Yes	No	Yes	No	Yes	No	No	No	D, G
Gardner 6-B	Sedan	1595	118	31x5.25	3280	4	††	††	††	††	††	Pyrox	††	A	No	No	No	No	No	Yes	Yes	Yes	No	D, S
Gardner 80	Sedan	1695	122	30x6.00	3370	4	Wood	Steel	Steel	Mohair	PyFa	Pyrox	1	A	No	No	No	No	No	Yes	Yes	Yes	No	D, I
Gardner 90	Brougham	2295	130	32x6.00	3690	4	Wood	Steel	Steel	Mohair°	PyFa	Pyrox	1	D	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	D, I
Hertz D-1	Touring	1495	114	30x5.77	3587	4	M&W	Steel	Fabric	Leather	R C F	Pyrox	1	D	Yes	No	No	Yes	No	Yes	No	No	No	
	Sedan	1795	114	30x5.77	3720	4	M&W	Steel	Steel	Leather	R C F	Pyrox	1	D	Yes	Yes	No	Yes	Yes	Yes	No	No	No	
Hudson Super 6	Coach	1285	127¾	31x6.00	3505	2	Steel	Steel	Steel	Pl Moh	R C F	Pyrox	1	A	Yes	No	No	Yes	No	Yes	Yes	Yes	No	D, G
Hupmobile A-1	Touring	1325	114	30x5.25	2620	4	††	††	††	Leather	††	Pyrox	1	A	Yes	No	No	Yes	No	Yes	No	Yes	No	G
	Sedan	1385	114	30x5.25	2800	4	††	††	††	†Cordur	††	Pyrox	1	A	Yes	No	No	Yes	No	Yes	No	Yes	No	D, G
Hupmobile E-3	Touring	1945	125	32x6.00	3300	4	††	††	††	Leather	†R C F	Pyrox	1	A	Yes	Yes	No	Yes	No	No	No	Yes	No	G, I
	Brougham	2245	125	32x6.00	....	2	††	††	††	††	††	Pyrox	1	A	Yes	No	Yes	Yes	No	Yes	No	Yes	No	D, G, I
Jordan R	Sedan	1595	107	28x5.25	††	4	M&W	Steel	Steel	Broad	R C F	Pyrox	1	A	Yes	No	No	Yes	No	No	Yes	Yes	No	D, I, S
Jordan J-1	Playboy	1545	116	32x6.00	2915	2	Metal	Steel	Steel	Leather	R C F	Pyrox	1	A	Yes	No	No	Yes	No	Yes	Yes	Yes	No	D, G
	Sedan	1695	116	32x6.00	3200	4	Steel	Steel	Steel	Mohair	R C F	Pyrox	1	A	Yes	No	No	Yes	No	Yes	Yes	Yes	No	D,G
Jordan AA	Sedan	2495	125½	32x6.20	3470	4	Steel	Steel	Steel	Broad	R C F	Pyrox	1	A	Yes	No	No	Yes	No	Yes	Yes	Yes	No	D, G
Kissel 6-55	Phaeton	1685	124	33x6.00	3020	4	Wood	Steel	Steel	Leather	Fab Lea	Pyrox	1	A	No	No	No	Yes	No	Yes	Yes	Yes	No	G
	Brougham	1695	124	33x6.00	3300	2	Wood	Steel	Steel	Velour	Leather	Pyrox	1	A	No	No	No	Yes	No	Yes	Yes	Yes	No	G
Kissel 8-65	Phaeton	1885	125	32x6.00	††	4	Wood	Steel	None	Leather	FabLea	Pyrox	1	A	No	No	Yes	Yes	No	Yes	No	Yes	No	G
	Sedan	1995	125	32x6.00	††	2	Wood	Steel	Fabric	Mohair	Leather	Pyrox	1	A	No	No	Yes	Yes	No	Yes	No	Yes	No	D, G
Kissel 8-75	Phaeton	2185	131	33x6.00	3220	4	Wood	Steel	Steel	Leather	Fab Lea	Pyrox	1	A	No	No	No	Yes	No	Yes	Yes	Yes	No	G
	Brougham	2195	131	33x6.00	3565	2	Wood	Steel	Steel	Velour	Leather	Pyrox	1	A	No	No	No	Yes	No	Yes	Yes	Yes	No	G
Kleiber 1927	Cal. Touring	2150	122	32x6.20	3500	4	M&W	A & S	Alum	Mohair	PyFa	Pyrox	1	A	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	D, I, T
	Coach	2575	122	32x6.20	3600	2	M&W	A & S	Alum	Mohair	PyFa	Pyrox	1	A	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	D, I, T
Lincoln 8	Spt. Phaeton	4700	136	33x5*	4880	4	M&W	Alum	Alum	Leather	Fab Lea	Varnish	2	W	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	G, I, T
	Coupe	4800	136	33x5*	4610	2	M&W	Alum	Alum	Optional	Fab Lea	Varnish	1	A	Yes	Yes	No	Yes	No	Yes	No	Yes	Yes	D, G, I, T
Locomobile 8-66	Touring	1785	124	30x5.77	3055	4	Wood	Steel	Steel	Leather	R C F	Pyrox	2	A	Yes	Yes	No	Yes	No	Yes	Yes	Yes	No	G, I
	Brougham	1895	124	30x5.77	3330	4	Wood	Steel	Steel	Broad	R C F	Pyrox	1	A	Yes	Yes	No	Yes	No	Yes	Yes	Yes	No	D, G, I

ABBREVIATIONS:

††—Manufacturers did not supply information
†—1926 Specifications
*—Balloons at extra cost
°—Others furnished
A—Artillery
A & S—Aluminum and Steel
Alum—Aluminum
Broad—Broadcloth
Cordur—Corduroy
D—Disc (wheels)
D—Door (lock)
Fab Lea—Fabric Leather
G—Gearset
I—Ignition
MoVe—Mohair-Velour
M & W—Metal and Wood
O—Optional
Opt—Optional
Pl-Moh—Plush Mohair
Pyrox—Pyroxylin Finish
Py-Fa—Pyroxylin Fabric
RCF—Rubber Coated Fabric
S—Steering Wheel
T—Spare Tire
W—Wire
WorFab—Worsted Fabric

Equipment of 1927 Cars

4-5 passenger open and closed bodies fitted on each chassis

MAKE & MODEL OF CHASSIS	GENERAL					BODY								EQUIPMENT											
								Covering Materials																	
	Body Model	Price $	Wheelbase (Ins.)	Tire Size (Ins.)	Weight of Complete Car (Lbs.)	Number of Doors	Body Framework Material	Body Panels	Rear and Quarter Sections	Upholstery	Top	Type of Finish	Type of Windshield	Type of Wheels	Snubbers or Shock Absorbers Fitted?	Bumpers	Trunk Rack	Windshield Wiper	Car Heater	Cowl Ventilator	Engine Thermometer	Dash Gas. Gage	Cigar Lighter	Locks Fitted
Locomobile	8-80 Sedan	2850	130	32x6.00	3800	4	Wood	Steel	Steel	Broad	††	Pyrox	1	A	††	††	††	††	††	††	Yes	Yes	††	††
Locomobile	90 Sportif	5900	138	33x6.75	4475	4	Wood	Alum	Alum	Leather	Fabric	Pyrox	2	A	Yes	Yes	Yes	Yes	No	Yes	Yes	No	Yes	G, I, T
	Vict. Coupe	6950	138	33x6.75	4680	2	Wood	Alum	Alum	Mohair	Leather	Pyrox	2	A	Yes	Yes	No	Yes	No	Yes	Yes	No	Yes	D, G, I, T
Locomobile	48 Sportif	7460	142	33x6.75	5030	4	Wood	Alum	Alum	Leather	Fab Lea	Pyrox	2	A	Yes	Yes	Yes	Yes	No	Yes	No	No	No	I, T
	Vict. Sedan	10050	142	33x6.75	5600	4	Wood	Alum	Alum	Broad	Leather	Pyrox	2	A	Yes	Yes	No	Yes	No	Yes	No	No	No	D, I, T
McFarlan	Str. 8 Touring	2650	131	33x6.20	3400	4	Wood	Alum	Fabric°	Optional	Option	Varnish	O	A	Yes	Yes	No	Yes	No	Yes	Yes	No	No	G, I
	Sedan	3180	131	33x6.20	3650	4	Wood	Alum	Optional	Optional	Option	Varnish	2	A	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	D, I, T
McFarlan	TV Touring	5600	141¼	33x6.75	4600	4	Wood	Alum	None	Optional	Option	Varnish	O	O	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	I, T
	Sedan	6720	141¼	33x6.75	5200	4	Wood	Alum	Fabric°	Optional	Option	Varnish	2	O	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	D, I, T
Marmon, Little	Sedan	1795	116	29x5.25	††	2	M&W	Steel	Steel	Broad	R C F	Pyrox	1	A	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	D, G, T
Marmon	E-75 Phaeton	3485	136	32x6.75	4017	4	Wood	Steel	Steel	Leather	R C F	Pyrox	2	A	Yes	Yes	No	Yes	No	Yes	No	Yes	Yes	G, I, T
	Town Coupe	3195	136	32x6.75	4452	2	Wood	Steel	Steel	Optional	R C F	Pyrox	2	A	Yes	Yes	No	Yes	No	Yes	No	Yes	Yes	D, G, I, T
Moon	6-60 Phaeton	995	110	29x4.75	2340	4	Wood	Steel	None	Leather	R C F	Pyrox	2	A	No	No	No	No	No	Yes	No	Yes	No	G
	Coach	1045	110	29x4.75	2420	2	Wood	Fabric	Fabric	Velour	PyFa	Pyrox	1	A	No	No	No	No	No	Yes	No	Yes	No	D, G
Moon	Series A Touring	1195	113	30x5.25	2560	4	Wood	Steel	None	Leather	R C F	Pyrox	2	D	No	No	No	No	No	Yes	No	Yes	No	G
	Brougham	1395	113	30x5.25	2710	2	M&W	Steel	Steel	Mohair	PyFa	Pyrox	1	D	No	No	No	No	Yes	Yes	No	Yes	No	D, G
Nash	Light 6 Touring	865	108	30x4.75	2275	4	M&W	Steel	Steel	Fab Lea	R C F	Pyrox	1	D	No	No	No	No	No	Yes	No	Yes	No	G
	Sedan	925	108	30x4.75	2440	2	M&W	Steel	Steel	Velour	R C F	Pyrox	1	D	No	No	No	No	No	Yes	No	Yes	No	D, G
Nash	Special 6 Touring	1135	112½	31x5.25	2980	4	M&W	Steel	None	Leather	Fabric	Pyrox	2	D	No	No	No	No	Yes	Yes	No	No	No	G
	Sedan	1215	112½	31x5.25	3150	2	M&W	Steel	Steel	Mohair	Fabric	Pyrox	1	D	No	No	No	No	Yes	Yes	No	No	No	D, G
Nash	Advanced 6 Touring	1340	121	33x6.00	3400	4	M&W	Steel	None	Leather	Fabric	Pyrox	2	D	No	No	No	No	Yes	Yes	No	Yes	No	G
	Sedan	1425	121	33x6.00	3550	2	M&W	Steel	Steel	Mohair	Fabric	Pyrox	1	D	No	No	No	No	Yes	Yes	No	Yes	No	D, G
Nash	Advanced 6 Coupe	1990	127	33x6.00	3750	4	M&W	Steel	Steel	Mohair	Fabric	Pyrox	1	D	No	No	Yes	Yes	Yes	Yes	No	Yes	No	D, G
Oakland	6 Touring	1025	113	30x5.25	2500	4	Wood	Steel	None	Leather	R C F	Pyrox	1	A	No	No	No	No	No	Yes	No	Yes	No	G
	2-d Sedan	1095	113	30x5.25	2745	2	Wood	Steel	Steel	Velour	R C F	Pyrox	1	A	No	No	No	No	No	Yes	No	Yes	No	D, G
Oldsmobile	30E Touring	875	110¾	30x5.25	2335	4	Wood	Steel	Steel	Leather	R C F	Pyrox	2	A	No	No	No	No	No	Yes	No	Yes	No	I
	Coach	950	110¾	30x5.25	2570	2	Wood	Steel	Steel	Mohair	R C F	Pyrox	1	A	No	No	No	No	No	Yes	No	Yes	No	D, I
Overland "4" Whippet	Touring	625	100¼	28x4.75	1985	4	Wood	Steel	None	Fab Lea	Fabric	Pyrox	1	A	Yes	No	No	Yes	No	Yes	No	No	No	I
	Coach	625	100¼	28x4.75	2075	2	Wood	Steel	Steel	Corduroy	Fabric	Pyrox	1	A	No	No	No	Yes	No	Yes	No	No	No	D, I
Overland "6" Whippet	Touring	765	109½	29x4.75	....	4	Wood	Steel	None	Fab Lea	R C F	Pyrox	1	A	Yes	No	No	Yes	No	Yes	No	No	No	I
	Coach	795	109½	29x4.75	2405	2	Wood	Steel	Fabric	Velour	R C F	Pyrox	1	A	Yes	No	No	Yes	No	Yes	No	No	No	D, I
Packard	6 Phaeton	2585	126	33x5.77	3590	4	Wood	Steel	Steel	Leather	††	Pyrox	1	D	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	I, T
	Sedan	2585	126	33x5.77	3925	4	Wood	Steel	Steel	Broad	††	Pyrox	1	D	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	D, I, T
Packard	6 Club Sedan	2725	133	33x5.77	4015	4	Wood	Steel	Steel	Broad	††	Pyrox	1	D	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	D, I, T
Packard	8 Phaeton	3750	136	33x6.75	4130	4	Wood	Steel	Steel	Leather	††	Pyrox	1	D	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	I, T
	Sedan	4750	136	33x6.75	4430	4	Wood	Steel	Steel	Broad	††	Pyrox	1	D	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	D, I, T
Packard	8 Club Sedan	4890	143	33x6.75	4550	4	Wood	Steel	Steel	Broad	††	Pyrox	1	D	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	D, I, T
Paige	6-45 Phaeton	1150	109	30x5.25	....	4	M&W	Steel	None	Leather	R C F	Pyrox	1	A	Yes	Yes	Yes	Yes	No	Yes	No	Yes	No	I
	Brougham	1095	109	30x5.25	2660	2	Metal	Steel	Steel	Corduroy	PyFa	Pyrox	1	A	Yes	No	No	Yes	No	Yes	No	Yes	No	I
Paige	6-65 Roadster	1495	115	31x5.25	††	2	M&W	††	††	Leather	R C F	Pyrox	1	A	Yes	No	No	Yes	No	Yes	Yes	Yes	No	I
	Brougham	1395	115	31x5.25	3215	2	M&W	††	††	Corduroy	PyFa	Pyrox	1	A	Yes	No	No	Yes	No	Yes	Yes	Yes	No	I
Paige	6-75 Sedan	1695	125	32x6.00	3550	4	M&W	††	††	Mohair	PyFa	Pyrox	1	A	Yes	No	No	Yes	No	Yes	Yes	Yes	No	I, S
Paige	8-85 Sedan	2355	131½	30x6.75	††	††	††	††	††	Mohair	††	Pyrox	1	A	Yes	No	No	Yes	No	Yes	Yes	Yes	No	I, S
Peerless	6-60 Sedan	1345	116	29x5.25	....	4	††	††	††	††	††	Pyrox	1	A	††	††	††	††	††	††	††	††	††	††
Peerless	6-72 Coupe	2295	126½	33x6.00	3625	2	Wood	Steel	Steel	Mohair	Fab Lea	Pyrox	1	A	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	D, G, I, T
Peerless	6-80 Phaeton	1395	116	32x6.00	2950	4	Wood	Steel	Fabric	Leather	Fabric	Pyrox	1	A	Yes	Yes	No	Yes	No	Yes	Yes	Yes	No	I, T
	2-d Sedan	1395	116	32x6.00	3100	2	Wood	Steel	Steel	Mohair	Fab Lea	Pyrox	1	A	Yes	Yes	Yes	Yes	No	Yes	No	Yes	No	I, T
Peerless	6-90 Phaeton	1695	120	32x6.00	††	4	Wood	Steel	Fabric	Leather	Fabric	Pyrox	1	A	Yes	Yes	No	Yes	No	Yes	Yes	Yes	No	I, T
	Coupe	1725	120	32x6.00	3260	2	Wood	Steel	Fab Lea	Mohair	Fab Lea	Pyrox	1	A	Yes	Yes	No	Yes	No	Yes	Yes	Yes	No	D, I, T
Peerless	8-69 Sedan	2995	126	33x6.20	4050	4	Wood	Steel	Steel	Velour	Fab Lea	Pyrox	1	A	Yes	Yes	No	Yes	No	No	Yes	Yes	No	D, I, T
	Sedan	3495	133½	33x6.20	4125	4	Wood	Steel	Steel	Velour	Fab Lea	Pyrox	1	D	Yes	Yes	No	Yes	No	Yes	Yes	Yes	No	D, G, I, T
Pierce Arrow	80 Phaeton	3095	130	32x5.77	3300	4	M&W	A & S	Alum	Leather	R C F	Pyrox	3	A	Yes	Yes	No	Yes	No	Yes	No	No	No	D, G, I, T
	Coach	2995	130	32x5.77	3470	2	M&W	A & S	Alum	Optional	PyFa	Pyrox	1	A	Yes	Yes	No	No	No	Yes	No	No	No	I, T
Pierce Arrow	36 Touring	5875	138	33x6.75	4480	4	M&W	Alum	Alum	Leather	Fab Lea	Pyrox	1	A	Yes	Yes	No	Yes	No	Yes	No	No	No	D, I, T
	Sedan	6375	138	33x6.75	4800	4	M&W	Alum	Alum	Optional	PyFa	Pyrox	1	A	Yes	Yes	No	Yes	No	Yes	No	No	No	I, T
Pontiac	6 2-d Sedan	825	110	29x4.75	2335	2	Wood	Steel	Steel	Corduroy	R C F	Pyrox	1	A	No	No	No	Yes	No	No	No	No	No	D, I, T
Reo	A Sedan	1845	121	30x6.20	3700	4	Metal	Steel	Steel	Mohair	PyFa	Pyrox	1	A	Yes	Yes	No	Yes	No	Yes	No	Yes	No	D
Rickenbacker	6-70 Sedan	1595	118½	32x6.00	3125	4	M&W	Steel	Steel	Broad	PyFa	Pyrox	1	A	Yes	No	No	Yes	No	Yes	No	Yes	No	D, G
Rickenbacker	8-80 Sedan	1795	119½	32x6.00	3240	4	M&W	Steel	Steel	Broad	PyFa	Pyrox	1	A	Yes	No	No	Yes	No	No	No	Yes	No	D, I, S
Rickenbacker	8-90 Sedan	2595	136	33x6.00	3760	4	M&W	Steel	Steel	Broad	PyFa	Pyrox	1	A	Yes	No	No	Yes	No	No	No	Yes	No	D, I, S
Roamer	8-78 Brougham	††	††	32x6.00	††	††	M&W	A&S	Alum	Mohair	PyFa	††	1	A	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	D, I, S
Roamer	8-88 Sedan	1985	126	32x6.25	3580	4	M&W	A&S	A&S	Mohair	PyFa	Pyrox	1	O	††	††	††	††	††	††	††	††	††	††
Star	4 Touring	550	103	30x3½*	1905	4	†M&W	†Steel	†Steel	Fab Lea	†FabLea	Pyrox	††	A	No	No	No	No	No	No	No	No	No	D, T
	Coach	675	103	29x4.40	2120	2	†M&W	†Steel	†Steel	†Worsted	†FabLea	Pyrox	††	A	No	No	No	No	Yes	No	Yes	No	No	I
Star	6 Touring	725	107	30x4.75	2075	4	†M&W	†Steel	†Steel	Fab Lea	†FabLea	Pyrox	†2	A	No	No	No	No	No	No	No	No	No	D, I
	Coach	845	107	30x4.75	2245	2	†M&W	†Steel	†Steel	Velour	†FabLea	Pyrox	†1	A	No	No	No	No	Yes	No	Yes	No	No	I
Stearns Knight	F-6-85 Touring	3250	137	32x6.75	4285	4	Wood	Steel	Steel	Leather	R C F	Pyrox	1	A	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	D, I, T
	Sedan	3350	137	32x6.75	4515	4	Wood	Steel	Steel	Broad	R C F	Pyrox	1	A	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	No	G, T
Stearns Knight	G-8 Touring	3850	137	32x6.75	4325	4	Wood	Steel	Steel	Leather	R C F	Option	1	A	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	D, G, T
	Sedan	4350	137	32x6 75	4565	4	Wood	Steel	Steel	Broad	R C F	Option	1	A	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	G, T
Studebaker	Std. 6 Phaeton	1180	113	31x5.25	3095	4	Wood	Steel	Steel	Leather	Fab Lea	Enamel	1	D	No	Yes	No	Yes	No	Yes	Yes	Yes	No	D, G, T
	Coach	1230	113	31x5.25	3210	2	Wood	Steel	Steel	Wool	Fab Lea	En Py	1	D	No	Yes	No	Yes	No	Yes	Yes	Yes	No	I, S, T
Studebaker	Spec. 6 Phaeton	1480	120	32x6.00	3495	4	Wood	Steel	Steel	Leather	Fab Lea	Pyrox	1	A	Yes	No	No	Yes	No	Yes	No	Yes	No	D, I, S, T
	Coach	1480	120	32x6.00	3470	2	Wood	Steel	Steel	Mohair	Fab Lea	En Py	1	A	No	No	Yes	Yes	No	Yes	No	Yes	No	I, S, T
Studebaker	Big 6 Phaeton	1610	120	32x6.00	3580	4	Wood	Steel	Steel	Leather	Fab Lea	Enamel	1	D	Yes	Yes	No	Yes	No	Yes	Yes	Yes	No	D, I, S, T
	Club Coupe	1480	120	32x6.00	3510	2	Wood	Steel	Steel	Mohair	Fab Lea	En Py	1	A	Yes	No	Yes	Yes	No	Yes	No	Yes	No	D, I, S, T
	Speedster	3160	131	32x6.20	4175	4	Wood	Steel	None	Leather	Fab Lea	Pyrox	1	A	Yes	Yes	No	Yes	No	Yes	Yes	Yes	No	D, I, S, T
Stutz	AA Coupe	3175	131	32x6.20	4176	2	Wood	Steel	Fabric	Mohair	Fab Lea	Pyrox	1	A	Yes	Yes	No	Yes	No	Yes	Yes	Yes	No	G, T
Velie	Std. 50 Sedan	1045	112	29x4.95	2900	4	M&W	Steel	Fabric	Mohair	PyFa	Pyrox	1	A	No	No	No	Yes	No	Yes	Yes	No	No	D, G, T
Velie	Spec. 60 Sedan	1585	118	30x5.25	3175	4	M&W	Steel	Steel	Mohair	PyFa	Pyrox	1	A	No	No	No	Yes	No	Yes	Yes	No	No	D
Wills Ste. Claire	T-6 Traveler	2700	127	32x6.20	3675	4	M&W	A & S	None	Leather	R C F	Pyrox	1	A	No	No	No	Yes	No	Yes	Yes	No	No	D, G
	Sedan	3150	127	32x6.20	3900	4	M&W	Alum	Alum	Broad	R C F	Pyrox	1	D	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	D, G, I, T
Willys Knight	66-A Touring	1850	126	32x6.00	††	4	M&W	Steel	None	Leather	Fab Lea	Pyrox	1	A	Yes	No	No	Yes	No	Yes	No	Yes	No	I
	Sedan	2295	126	32x6 00	††	4	M&W	Steel	Steel	Mohair	Fabric	Pyrox	1	A	Yes	No	No	Yes	No	Yes	No	Yes	No	D, I
Willys Knight	70-A Touring	1295	113¼	32x6.00	††	4	M&W	Steel	Steel	Leather	Fab Lea	Pyrox	1	A	Yes	No	No	Yes	No	Yes	No	Yes	No	G
	Sedan	1395	113¼	32x6.00	2853	2	M&W	Steel	Steel	Mohair	Fabric	Pyrox	1	A	Yes	No	No	Yes	No	Yes	No	Yes	No	D, G

ABBREVIATIONS:

††—Manufacturers did not supply information.
†—1926 Specifications
*—Balloons extra
°—Others also

A—Artillery
A & S—Aluminum and Steel
Alum—Aluminum
Broad—Broadcloth
D—Disc (wheels)
D—Door (lock)
EnPy—Enamel & Pyroxylin
Fab Lea—Fabric Leather
G—Gearset
I—Ignition
M & W—Metal and Wood
O—Optional
Opt—Optional
Pyrox—Pyroxylin Finish
Py-Fa—Pyroxylin Fabric
RCF—Rubber Coated Fabric
S—Steering Wheel
T—Spare Tire

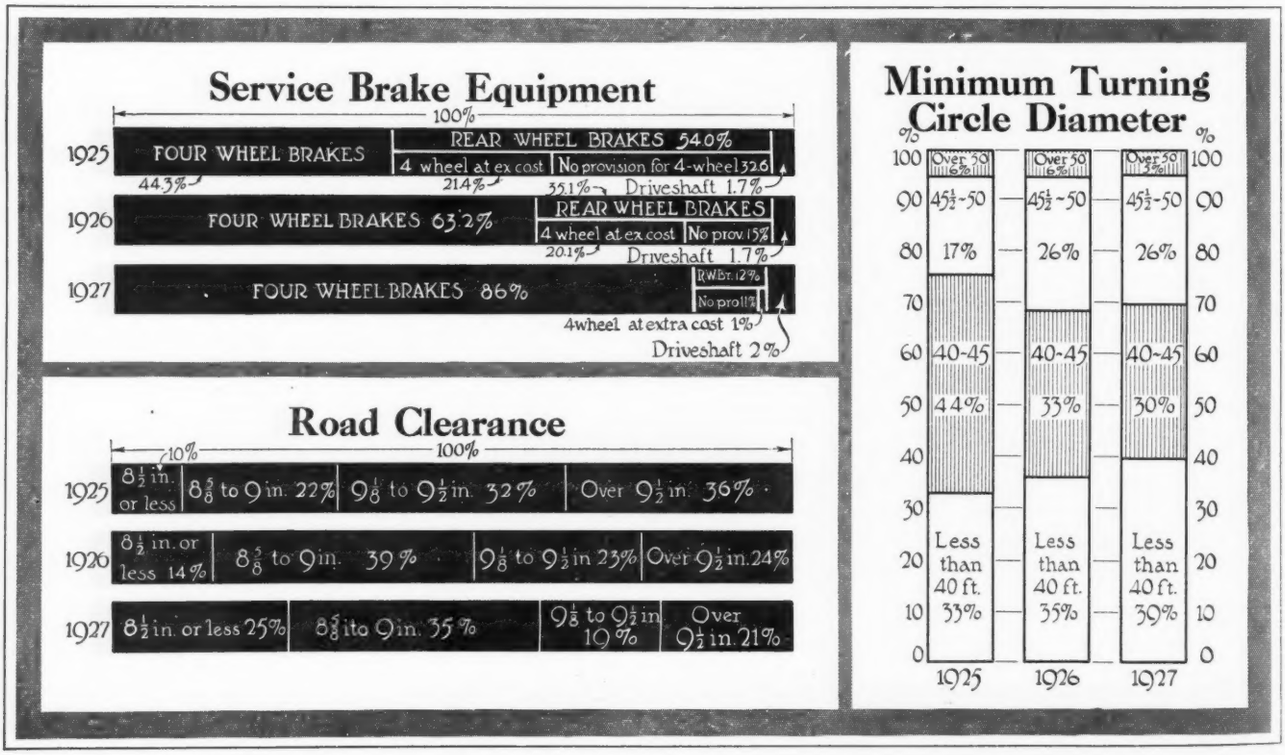
American Stock Steering Gears

(Note: This table in some cases does not represent the manufacturer's complete line but gives data only on a number of models serving to convey an idea of the manufacturer's general design features.)

MAKE & MODEL	Designed For	CAPACITY: For Vehicle Gross Weight (Lbs.)	CAPACITY: For Maximum Weight on Front Wheels (Lbs.)	Type	Gear Ratio	OUTSIDE DIAMETER: Steering Wheel (Ins.)	OUTSIDE DIAMETER: Wheel Shaft (Ins.)	OUTSIDE DIAMETER: Column Jacket (Ins.)	STEERING ARM: Center to Center Length (Ins.)	STEERING ARM: Maximum Angular Motion (Deg.)	MATERIALS: Housing	MATERIALS: Reduction Gear	MATERIALS: Nut or Cam	MATERIALS: Gear Shaft S.A.E. No.	MATERIALS: Wheel Spider	Adjustable for Wear?	BEARINGS: Thrust: Type	BEARINGS: Thrust: Number	BEARINGS: Thrust: Make	BEARINGS: Thrust: Diameter (Ins.)	BEARINGS: Thrust: Length (Ins.)	BEARINGS: Gear Shaft: Type	BEARINGS: Gear Shaft: Number	BEARINGS: Gear Shaft: Make	BEARINGS: Gear Shaft: Diameter (Ins.)	BEARINGS: Gear Shaft: Length (Ins.)	CONTROL LEVERS: Location	CONTROL LEVERS: Type	Adapted for Right Hand Drive?	Weight Complete (Lbs.)
Gemmer.....50	Cars	Var.	Var.	W&Sh	10	Opt.	7/8	1½	Var.	80	Mal.	....	1020	1020	....	Yes.	Ball.	2	Nice	1 9/16	9/16	Plain.	1	Own.	1 3/8	....	AW.	SL.	Yes.	21
Gemmer.....65	Cars	Var.	Var.	W&Sh	13	Opt.	1 1/8	1½°	Opt.	86	Mal.	Car°	Car.	Nic°	....	Yes.	Ball.	2	Nice	1 23/32	5/8	Plain.	1	Own.	1 1/4	....	AW.	SL.	Yes.	24
Gemmer.....90	C&T.	Var.	Var.	W&Sh	14	Opt.	1¼	1¾°	Var.	82	Mal.	....	1020	2320	Opt.	Yes.	Ball.	2	Nice.	1 23/32	5/8	Plain.	1	Own.	1 7/8	....	AW.	SL.	Yes.	32
Gemmer.....210	C,T,B,Tr.	Var.	Var.	W&D.	18	Opt.	1¾	1¾°	Opt.	60	Mal.	....	1020	2330	....	Yes	Ball.	2	Nice.	1 23/32	5/8	Plain.	1	Own.	2	....	AW.	SL.	Yes	39
Gemmer.....220	C,T,B,Tr.	Var.	Var.	W&D.	20	Opt.	1¾	1¾°	Opt.	78	Mal.	....	1020	2330	....	Yes.	B&P.	2	Nice°	2	1 1/4	Plain.	1	Own.	2 1/16	....	AW.	SL.	Yes	39
Gemmer.....230	C,T,B,Tr.	Var.	Var.	W&D.	24°	Opt.	1¾	2°	Opt.	75	Mal.	....	1020	2330	....	Yes.	Ball.	2	Nice	2 11/32	5/8	Plain.	2	Own.	2 5/16	....	AW.	SL.	No.	63
Hannum.....15	Tr & B.	16000	6500	N&L.	Var.	Var	1½	2	Var.	70	Mal.	1020	1020	1045	Mal°	Yes.	Ball.	2	Nice.	....	....	Plain.	....	....	....	....	Opt.	Var.	Yes.	66
Hannum.....12	Cars, T,B,	11000	4500	N&L.	Var.	Var	1½	2°	Var.	70	Mal.	1020	1020	1045	Al°	Yes	Ball.	2	Nice	....	....	Plain.	....	....	....	....	Opt.	Var.	Yes.	53
Hannum.....6	C,T,B,Tr.	3800	1500	N&L.	Var.	Var.	1⅛	1½°	Var.	70	Mal.	1020	1020	1045	Mal°	Yes.	Ball.	2	Nice	....	....	Plain.	....	....	....	....	Opt.	Var.	Yes.	32
Hannum.....9	C,T,B,Tr.	8000	3200	N&L.	Var.	Var.	1½	1¾	Var.	70	Mal.	1020	1020	1045	Al°	Yes.	Ball.	2	Nice	....	....	Plain.	....	....	....	....	Opt.	Var.	Yes.	40
Jacox.....16A	Cars	Light.	Var.	S&N.	13.3	Opt.	1⅛	1½	Var.	82	CI.	1045	ChN	1035	Opt.	Yes.	Ball.	1	Spec.	....	....	Plain.	2	Own.	1	Var.	AW.	SL.	Yes.	20
Jacox.....19A	C&T.	Var.	Var.	S&N.	16.2	Opt.	1	1¾	Var.	82	Mal.	1045	Bro.	3135	Opt.	Yes.	Ball.	1	N-D.	....	....	Plain.	3	Own.	1¼	Var.	Opt.	Opt.	Yes.	38
Jacox.....30C	T&B.	Heavy	Var.	S&N.	15.2	Opt.	1⅜	2	Var.	82	Mal.	1045	Bro.	3135	Opt.	Yes.	Ball.	1	Spec.	....	....	Plain.	3	Own.	1½	Var.	Opt.	Opt.	Yes.	70
Jones.....C	C&T.	4500	....	S&N.	14†	18	1⅛	1¾	7½	90	Mal.	....	SS.	8	Al.	No.	Roller.	2	Shaf.	2 1/16	¾	Plain.	2	Cleve.	1¼	1 1/16	AW.	Qua.	Yes.	....
Jones.....J	T. B & Tr.	....	5500	S&N.	24	20	1¼	1¾	8	90	Mal.	....	SS.	9	Opt.	Yes	Roller.	1	Shaf.	2 23/32	¾	Plain.	2	Bunt.	1¾	2	AW.	SL.	Yes	....
*Keystone..K,H,G,F	T,B,Tr.	30000	Var.	W&S.	18†	Opt.	1½	2	Var.	60	SS.	St.	....	Var.	St.	No.	Var.	†	....	....	....	Var.	†	....	....	....	Opt.	Opt.	Yes.	Var.
MuncieProd551720.	Cars	2600	....	W&W.	8	....	¾	1½	....	....	Mal.	1120	....	....	....	Yes.	Plain	....	....	....	....	Plain.	....	....	....	....	AW.	SL.	Yes	16.1
Ross.....P	C & T.	3200	Var.	C&L.	Var.	18	1⅛	1¾	Opt.	70	Mal.	1020	1020	....	Opt.	Yes.	Ball.	2	Own.	Var.	Var.	Plain.	....	Own.	Var.	Var.	AW.	SL.	Yes.	Var.
Ross.....R	C. T & B.	3800	Var.	C&L.	Var.	18	1⅛	1¾	Opt	70	Mal.	1020	1020	....	Opt.	Yes.	Ball.	2	Own.	Var	Var.	Plain.	....	Own.	Var	Var.	Opt.	SL.	Yes.	Var.
Ross.....H & S	T & B.	6000	Var.	C&L.	Var.	18	1⅛	1¾	Opt.	70	Mal.	3120	1020	....	Opt.	Yes.	Ball.	2	Own.	Var.	Var.	Plain.	....	Own.	Var.	Var.	Opt.	SL.	Yes.	Var.
Ross.....I&T	T & B.	7000	Var.	C&L.	Var.	22	1⅛	2¼	Opt.	70	Mal.	3120	1020	....	Opt	Yes.	Ball.	2	Own.	Var.	Var.	Plain.	....	Own.	Var.	Var.	Opt.	SL.	Yes.	Var.
Warner...W-17630	Cars	3100	1200	W&W.	9	17	¾	1¼	4¾	....	Mal.	1020	1020	1020	Al.	....	Ball.	2	Nice	1 3/8	½	Plain.	2	.....	1	1¼	BW.	Qua	Yes.	20½
Warner...W-17780	Cars	4100	1600	C&L.	15-12	17	1⅛	1¾	9	80	Mal.	1020	1020	1020	Al	Yes.	Ball.	....	Star.	....	....	Plain.	2	Cleve.	1⅛	1½	AW.	SL.	Yes.	30
Wohlrab.....1	C, B, Tr.	5600	2000	S&N.	8†	18	1⅛	1¾	7†	70	SS.	....	St.	2320	Mal.	Yes.	None.	0	None.	0	0	.....	....	.....	....	....	AW.	Opt.	Yes.	38
Wohlrab.....2	T & B, Tr.	7800	3000	S&N.	9†	18	1¼	1¾	8†	70	SS.	....	St.	2320	Mal.	Yes.	None.	0	None.	0	0	.....	....	.....	....	....	BW.	R-L.	Yes.	45
Wohlrab.....3	T & B, Tr.	11500	Var.	S&N.	9†	20	1¼	2	8†	70	SS.	....	St.	3135	Mal.	Yes.	None.	0	None.	0	0	.....	....	.....	....	....	BW.	R-L.	Yes.	65
Wohlrab.....4	T & B, Tr.	15000	Var.	S&N.	10†	22†	1¼	2	10	70	SS.	....	St.	2320	Mal.	Yes.	None.	0	None.	0	0	.....	....	.....	....	....	BW.	Opt.	Yes.	85
Wohlrab.....5	T & B, Tr.	20000	....	S&N.	10†	22†	1¼	2	12	....	SS.	....	St.	2320	Mal.	Yes.	None.	0	None.	0	0	.....	....	.....	....	....	BW.	Opt.	Yes.	98

ABBREVIATIONS:
°—Others Also
*—1926 Specifications
†—Varies
Al—Aluminum
AW—Above Wheel
B—Buses
B&P—Ball or Plain
Bro—Bronze
Bunt—Bunting
BW—Below Wheel
C—Cars
Car—Carbon Steel
ChN—Chrome Nickel
C&L—Cam and Lever
CI—Cast Iron
Cleve—Cleveland
Mal—Malleable
N-D—New Departure
Nic—Nickel
N&L—Nut and Lever
Opt—Optional
Qua—Quadrant
R-L—Ratchet Levers
Shaf—Shafer
S&N—Screw and Nut
SL—Short Levers
Spec—Special
SS—Semi Steel
St—Steel
T—Trucks
Tr—Tractors
Var—Varies
W&D—Worm and Disk
W&S—Worm and Sector
W&Sh—Worm and Shaft
W&W—Worm and Wheel

Trends in American Passenger Car Design



American Export Passenger Cars

As of January, 1927

(Applying to Standard Phaeton Model)

MAKE AND MODEL	Number of Passengers	EXTRA FOR BOXING $		BOXING CUBICAL Contents (Cu. Ft.)		MAGNETO		RIGHT HAND DRIVE		Meke of Metric Speedometer	Metric Gasoline Gauge Fitted?	WHEELS				COLORS			Tires—Metric Size Optional?	TOP	
												Wire		Disk							
		Complete Phaeton	Chassis	Complete Phaeton	Chassis	Make	Extra Charge $	Fitted?	Extra Charge $			Optional? Number	Extra Cost	Optional? Number	Extra Cost	Standard	Options	Extra Charge $		Folding or Permanent	Boots and Irons Fitted?
Auburn	6-66	5	75	$70	371	357	None		Yes	$10.00	Stew. War	Yes	Yes-5	$100	None		Blue, Brown	All		Yes	No	Fold	Yes
Auburn	8-77	5	75	70	391	375	None		Yes	10.00	Stew. War	Yes	Yes-5	100	None		Blue, Brown	All		Yes	No	Fold	Yes
Auburn	8-88	7	80		533		None		Yes	6.50	Stew. War	Yes	Yes-5		No		2 Tone Blue	None			No	Fold	Yes
Buick	"27-25" (113)	5	52	42	317	150	None		Yes	5.95	A. C.	No	Yes-5	49	None		Patrol Green	None			No	Fold	Yes
‡Buick	"27-40" (120)	5	91		517		None		Yes	5.75	A. C.	No	No		Yes-4	$17	Green, Black	None			No	Perm	No
Buick	"27-55" (128)	5	72	33	365	255	None		Yes	5.75	A. C.	No	Yes-5	89	None		Cream, Brown	None			No	Fold	Yes
Cadillac	314	7	98	98	659	448	None		Yes	11.00	A. C.	Yes	Yes-6	None	Yes-6	None	Green	Royal oak Green	None		No	Fold	Yes
Case	JIC	5	Yes		405	360	Bosch	Yes	Yes	None	Waltham	No	Yes-5	Yes	Yes-4	Yes	None	All	Yes		No	Fold	Yes*
Case	Y	7			500		Bosch	Yes	Yes	None	Waltham	No	Yes-5	Yes	Yes-4	Yes	Green	All	Yes		No	Fold	Yes*
Chandler	Standard	5	63	63	308	192	None		Yes	None	Stewart	No	Yes-5	81	Yes-5	30	2 Tone Brown	None			No	Fold	Yes
Chandler	Special	5	67	67	346	239	None		Yes	None	Stewart	No	Yes-5	84	Yes-5	30	2 Tone Brown	None			No	Fold	Yes
Chandler	Big Bix	7	70	70	376	240	None		Yes	None	A. C.	No	Yes-5	77	Yes-5	40	Gray-Green	Blue		None	No	Fold	Yes
Chevrolet	V	5	56	40	214	122	Bosch	3.85	Yes	3.85	A. C.	No	No		Yes-4	16	Biscay Green	None			No	Fold	Yes*
Chrysler	50 "I"	5	42	42	320	320	Eiseman	30.00	Yes	10.00	A. C.	No	Yes-5		Yes-4	12					No	Fold	Yes
Chrysler	60 "H"	5	45	45	332	332	Eiseman		Yes	10.00	A. C.	No	No		Yes-5	15					No	Fold	Yes
Chrysler	70 "G"	5	45	45	332	332	Eiseman	30.00	Yes	25.00	A. C.	No	Yes-5	55	Yes-5	15					No	Fold	Yes
Chrysler	80 "E"	7	60	60	484	484	None		Yes	25.00	A. C.	No	Yes-6	91	Yes-5	10					No	Fold	Yes
Cunningham	V-6	7	100	100	644		None		No		Waltham	No	Yes-6	None	Yes-6	None		All		No			
Davis	92	5	60	50	357	265	None		Yes	25.00	Stew. War	No	No		S. E.-5	None	Blue, Green	All	50		Yes	Fold	Yes
Davis	94	5	55	50	350	265	None		Yes	25.00	Stew. War	No	No		S. E.-5	None	Blue, Green	All	50		Yes	Fold	Yes
Diana		7	70	60	384	309	None		Yes	None	Stewart	No	Yes-5	58	Yes-4	None	Blue, Green	5 Colors	None		Yes	Fold	Yes
Dodge Brothers	1926	5	Yes	Yes	341	c470	Eiseman	c35.00	Yes	No**	North East	No	No		Yes-5	None	Blue, Green	None			No	Fold	Yes*
Duesenberg	"St. 8"	5 or 7	90	80	450	400	None		Yes	150.00	Stew. War	No	Yes-6	None	6	None	None	All	None		No	Fold	Yes
du Pont	"E"	5 or 7	O.A.	O.A.	400	350	Bosch	50.00	Yes	None	Stewart	Yes	Yes-5	50	Yes-5	50	None	All	None		Yes	Fold	Yes
Elcar	6-70	5 or 7	60	45	360	320	R. Bosch	Yes	Yes	20.00	Stewart	No	Yes-5	75	Yes-4	20	Optional	All	None		Yes	Fold	Yes
Elcar	8-82	5 or 7	65	50	388	334	R. Bosch	Yes	Yes	20.00	Stewart	No	Yes-5	75	Yes-4	20	Optional	All	None		Yes	Fold	Yes
Elcar	8-90	7	75	60	396	371	R. Bosch	Yes	Yes	20.00	Stewart	No	Yes-5	85	Yes-4	None	Optional	All	None		Yes	Fold	Yes
Essex	6	5					None		Yes	None	Stewart	No	Yes	Yes	No		Gray				No	Fold	Yes*
Flint	B-60	5	55	50	312	211	None		Yes	Yes	Stew. War	No	No		None		Blue	None			No	Fold	Yes*
Flint	E-80	5	60	50	331	224	None		Yes	Yes	Stew. War	No	No		None		Blue	Gray			No	Fold	Yes*
Ford	T	5	Yes	Yes	266	119	Yes	None	No		None	No	No		None		2 Colors	2 Colors	None		No	Fold	No
Franklin	Series 11	5	Yes		510		None		No		Waltham	No	Yes-5	65	Yes-4	40	Gray	All	50		No	Fold	Yes
Gardner	"80"	5 or 7	75	60	364	261	None		Yes	19.00	Stew. War	Yes	Yes-5	Yes	Yes-5	Yes	3 Colors	Yes	None		Yes	Fold	Yes
Gardner	"90"	5	75	65	364	289	None		Yes	19.00	Stew. War	No	Yes5-6	Yes	S. E.-5	None	3 Colors	Yes	None		Yes	Fold	Yes
Hudson	Super 6	7					None		Yes	None	Stewart	No	Yes	Yes	None		Blue				No	Fold	Yes
Hupmobile	A-1	5	50	50	346	346	Bosch		Yes		Stew. War. Q	No	No		Yes-4		Blue				No	Fold	Yes
Hupmobile	E-3	5	50	c65	355	c487	None		Yes	20.00	Stew. War. Q	No	No		Yes-5	25	Gray	None			No	Fold	Yes
Jewett	6-45	5	54	49	330	256	R. Bosch	5.00	Yes	5.00	Stew. War	No	No		S. E.-4		Blue	None			No	Fold	Yes*
‡Jordan	J	5	65	c75	521	352	None		Yes	50.00	Stewart	No	Yes-5	100	Yes-5	15	Gray or Blue	2 Colors	None		No		
Jordan	A	5	75	75	400	375	None		No		Waltham	No	Yes 5	100	Yes-4	35	Optional	Optional	None		No	Fold	Yes
Jordan	A	7	75	75	404	375	None		No		Waltham	No	Yes-5	100	Yes-4	35	Optional	Optional	None		No	Fold	Yes
Kissel	55	7	90	65	468				Yes	50.00	Stew. War	No	Yes-5	115	Yes-5	75	Green	All	50		No	Fold	Yes
Kissel	75	5	70	65	438				Yes	50.00	Stew. War	Yes	Yes-5	115	Yes-5	75	Green	All	50			Fold	Yes
Lincoln		7	Yes	Yes	513		None		Yes	None	Waltham	No	Yes-6	None	Yes 5,6	Yes	Optional	5 Colors	None		No	Fold	Yes
Locomobile	"Jr. 8"	5	63	52	330	176	None		Yes	20.00	Stewart	No	Yes-5	70	Yes-4	10	2 Tone Tan	None			No	Fold	Yes*
Locomobile	48	7	125	125	638	416	None		No		Stew. War	Yes	Yes-6	150	None		None	All	None		No	Opt	Yes
Marmon	75	5	105	100	511	426	None		Yes	100.00	Waltham	Yes	Yes-5	100	None		3 Colors	3 Colors	None		No	Fold	Yes
McFarlan	TV	4	150	75	575		Splitdorf	None	Yes	None	Stew. War	No	Yes	None	Yes-6	None		All	None		Yes	Fold	Yes
Moon	6-60	5	55	50	310	244	None		Yes	None	Warner	No	Yes-5	35	Yes-4	25	2 Tone Green	5 Colors	25		Yes	Opt	Yes*
Moon	Series A	5	60	50	324	226	None		Yes	None	Stewart	No	Yes-5	35	S. E.		Blue or Gray	5 Colors	25		Yes	Opt	Yes*
Moon	6-70	5	70	60	380	281	None		Yes	None	Stewart	No	Yes-5	55	S. E.-5	None	5 Colors	5 Colors	None		Yes	Fold	Yes*
Nash	Light Six	5	40	40	294	240½	None		Yes	None	A. C.	No	Yes-5	40	S. E.		Duotono	None			No	Fold	Yes
Nash	Special	5	60	50	341	260	None		Yes	None	Stewart	No	Yes-5	50	S. E.-5		Blue Gray	None			No	Fold	Yes
Nash	Advanced	5	60	50	365	276	None		Yes	None	Stewart	No	Yes-5	50	S. E.-5		Duotono	None			No	Fold	Yes
Nash	Advanced	7	60	50	378	285	None		Yes	None	Stewart	No	Yes-5	50	S. E.-5		Duotono	None			No	Fold	Yes
Oakland	G.O.-6	5	70		321		None		Yes	5.00	A. C.	No	No		Yes-5	9	Blue	None			No	Fold	Yes
Oldsmobile	30-E	5	59	60	297	130	None		Yes	4.00	A. C.	Yes	No		Yes-4		Maroon	None		No	No	Fold	Yes
Overland	"Whippet"	5	28	22	181	100	None		Yes	None	Stewart	No	Yes-5	50	No		Blue	None			No	Fold	Yes
Overland	93	5	30	30	296	139	None		Yes	None	Stew. War	No	No		No		Blue, Gray	None			No	Fold	Yes
Packard	6-426	5	75	70	416	416	None		Yes	25.00	Waltham	Yes	Yes-5	75	S. E.		2 Tone Gray	All	O. A.		No	Fold	Yes
Packard	6-433	7	75	70	432	432	None		Yes	25.00	Waltham	Yes	Yes-5	75	S. E.		2 Tone Gray	All	O. A.		No	Fold	Yes
Packard	8-336	5	90	80	435	435	None		Yes	25.00	Waltham	Yes	Yes-5	80	S. E.		2 Tone Gray	All	None		No	Fold	Yes
Packard	8-343	7	90	80	452	452	None		Yes	35.00	Waltham	Yes	Yes-5	80	S. E.		2 Tone Gray	All	None		No	Fold	Yes
‡‡Paige	6-65	5	63	55	533	278	None		Yes	7.50	Stew. War	No	No		Yes-4	15		None			No		
Paige	6-75	7	65	60	399	299	None		Yes	25.00	Stew. War	No	Yes-5	56	S. E.-4	20	Green	None			No	Fold	Yes*
Peerless	6-80	4	60	60	330	250	None		Yes	25.00	A. C.	No	Yes-4	72	S. E.		3 Colors	All	Yes		No	Fold	Yes
Peerless	6-90	4	70	70	375	290			Yes	25.00	A. C.	No	Yes-5	72	Yes-4	25	Blue or Gray				No	Fold	Yes
‡Peerless	6-72	5	70	70	575	290	None		Yes	25.00	Stew. War	No	Yes-5	115	Yes-5		3 Colors	All	Yes		No	Fold	Yes
§Peerless	8-69	7	70	70	590	300	None		Yes	25.00	Waltham	No	No		Yes-5	S. E.	3 Colors	All	Yes		No	Fold	Yes
Pierce Arrow	80	7	125	105	548	408	None		Yes	O. A.	Waltham	No	Yes-5	O. A.	Yes-5	O. A.	3 Colors	All	None		No	Perm	No
Pierce Arrow	36	7	130	125	702	550	None		No		Waltham	No	Yes-5	Yes	Yes-5	Yes	Optional	All	None		No	Fold	Yes
‡Pontiac		5	78		382		None		Yes	4.00	A. C.	No	No		Yes		Blue	None			No	Perm	
Reo	T6 Special	5	50	45	353	227	None		Yes	None	North East	No	No		S. E.		Blue, Gray	None			No	Fold	Yes
Rickenbacker	‡6-70	5	75	60	331	213	None		Yes	None	Stewart	No	No-5	125	Yes-4	50	Green, Gray	None			No	Fold	Yes
Rickenbacker	‡8-90	5	75	60	352	247	None		Yes	None	Stewart	No	No-5	125	Yes-4	50	Gray, Green	None				Fold	Yes
Rugby (Star)	"M"	5			208½	135½	Bosch		Yes		Stew. War	No	No		No		Persian Blue	Maroon			No	Fold	Yes
Rugby (Star)	"R"	5			216	139¼	None		Yes		Stew. War	No	No		No		2 Tone Blue	Maroon			No	Fold	Yes
Stanley	262	5	105		370	440	None		No		Stewart	No	No		None		Green	Yes	Yes		No	Perm	No
Studebaker	Standard 6	5	50	c56	322	c346	None		Yes	None	Stewart		No		S. E.		Blue	None				Opt	Yes
Studebaker	Big 6-120"	5	67	c78	372	c398	None		Yes	None	Stewart		No		S. E.		Gray	None				Opt	Yes
Studebaker	Big 6-127"	7	67	63	392	254	None		Yes	None	Stewart		No		S. E.		Blue	None				Opt	Yes
Stutz	AA	4	100	100	526	350	None		Yes	100.00	Stew. War	Yes	Yes-5	120	None		Optional	4 Colors	None		No	Fold	Yes
Velie	60	5	65	65	370	370	Bosch	35.00	Yes	None	Stew. War	No	Yes-5	75	None		Blue	Gray	None		No	Fold	Yes
Wills Ste. Claire	W-6	7	85	Yes	386	386	None		No		Waltham	No	Yes-5	200	S. E.-5	None	Gray	All	Yes		No	Opt	Yes
Willys-Knight	70	5	33	43	296	296	None		Yes	None	Stew. War	No	Yes-5	50	None		Gray	None			No	Fold	Yes
Willys-Knight	66	7	46		378		None		Yes	None	Stew. War	No	Yes-5	50	None		Gray	None			No	Fold	Yes

ABBREVIATIONS:

****—Magneto ignition required with R. H. drive $35 extra.**

***—At extra cost.**

§—7 Passenger Sedan.

‡‡—5 Passenger Brougham.

‡—5 Passenger Sedan.

c—Two per box

e—Magneto required with R. H. drive.

F—Front only.

O.A.—On application.

Q—Special equipment.

S.E.—Standard Equipment.

Stew. War.—Stewart Warner.

Continental Passenger Cars

MAKE	Wheelbase (Ins.)	Tread (Ins.)	Tires (mm. or ins.)	ENGINE: No. of Cylinders	Bore & Stroke mm.	Bore & Stroke inches	Piston Displacement Cubic Inches	No. of Main Bearings	Valve Arrangement	Cylinders Cast in One Block	Cylinders and Crankcase	Piston Material	Camshaft: Location	Camshaft: Drive	Cooling System	Lubrication	Fuel: Carburetor Make	Fuel: Fuel Feed	ELECTRICAL SYSTEM: Ignition System Make	Current Source	Voltage	TRANSMISSION: Clutch Type	Gearset: Gearset Location	Gearset: No. of Forward Speeds	Gearset: Position of Lever	Universal Joints	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	RUNNING GEAR: Springs: Front	Springs: Rear	Brakes: Hand	Brakes: Foot	Brakes: Operation	Steering	Standard Wheels
FRENCH																																					
Alba	118	49	775x145	4	70x105	2.75x4.12	98	2	I...	4	Sep...	Al...	CC.	Heli...	ThS..	Press..	Cozette..	Vac...	R.B....	M...	6	S.P...	Eng...	4	C...	2 Met..	St..	4.5	Sp....	Sp....	½El..	½El.	R....	FR...	West..	WS...	D...
Alba	112	49	770x145	4	65x130	2.55x5.11	105	2	L...	4	Sep...	Al...	CC.	Heli...	ThS..	Press..	Cozette..	Vac...	R.B....	M...	6	Co...	Sep...	4	R...	2 Met..	St..	4.5	Sp....	Sp....	½El..	½El..	R....	FR...	West..	WS...	D...
Amilcar	97	43	715x115	4	58x95	2.28x3.74	61	2	L...	4	Int...	Al...	CC.	Heli...	ThS..	Circ...	Solex...	Grav.	R.B....	M...	12	MD...	Eng...	3	C...	1 Fab..	Sp..	4.4	Sp....	TT....	½El..	¼El..	R....	R....	.....	WS...	W...
Amilcar	102	46	715x115	4	60x95	2.36x3.74	65	2	L...	4	Int...	Al...	CC.	Heli...	ThS..	Press..	Solex...	Grav.	R.B....	M...	12	MD...	Eng...	3	C...	1 Fab..	Sp..	4.9	Sp....	TT....	½El..	Cant..	FR...	FR...	DM..	WS...	W...
Amilcar	95	43	700x90	4	60x95	2.36x3.74	65	2	L...	4	Int...	Al...	CC.	Heli...	ThS..	Press..	Solex...	Grav.	R.B....	M...	12	MD...	Eng...	3	C...	1 Fab..	Sp..	4.4	Sp....	TT....	½El..	Cant..	FR...	FR...	DM..	WS...	W...
Amilcar	85	43	700x90	6	56x74	2.20x2.91	67	7	I...	6	Int...	Al...	OH.	Spur..	Pump.	Press..	Solex...	Grav.	Mar....	M...		SP....	Eng...	3	C...	1 Fab..	Sp..	4.2	Sp....	TT....	½El..	¼El..	FR...	FR...	DM..	WS...	W...
Aries	99	40	650x65	4	60x96	2.36x3.77	65	2	I...	4	Int...	Al...	OH.	Heli...	ThS..	Pump.	Zenith...	Grav.	SEV....	M...	6	MD...	Sep...	3	C...	2 Fab..	St..	5.1	Sp....	Sp....	¼El..	¼El..	R....	R....	.....	WS...	D...
Aries	114	49	815x105	4	85x140	3.34x5.51	193	3	L...	4	Sep...	Al...	CC.	Heli...	ThS..	Press..	Zenith...	Vac...	SEV....	M...	6	MD...	Eng...	4	R...	2 Fab..	St..	3.5	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WS...	D...
Aries	125	54	880x120	4	82x140	3.22x5.51	160	3	I...	4	Sep...	Al...	OH.	Heli...	ThS..	Pump.	Zenith...	Vac...	SEV....	M...	6	MD...	Eng...	4	C...	2 Fab..	St..	4.5	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WS...	D...
Ballot	122	53	820x120	4	69.x130	2.75x5.11	122	3	I...	4	Sep...	Al...	OH.	Chain.	Pump.	Press..	Zenith...	Vac...	SEV....	M...	12	MD...	Eng...	4	C...	2 Met..	Sp..	.5	Sp....	Sp....	½El..	½El..	R....	FR...	Dew..	WN...	W...
Ballot	133	53	820x120	6	65x100	2.55x3.93	122	4	I...	6	Sep...	Al...	OH.	Chain.	Pump.	Press..	Zenith...	Vac...	SEV....	M...	12	MD...	Eng...	4	C...	2 Met..	Sp..	4.7	Sp....	Sp....	½El..	½El..	R....	FR...	Dew..	WN...	W...
Barre	114	49	760x90	4	67x120	2.63x4.72	103	2	L...	4	Sep...	CI..	CC.	Chain.	ThS..	Pump.	Solex...	Grav.	Delco..	B...	6	MD...	Eng...	4	R...	2 Met..	Sp..	4.28	Sp....	TT....	½El..	Cant..	T....	FR...	DM..	WS...	W...
Barre	118	51	765x105	4	70x110	2.75x4.33	103	2	I...	4	Sep...	Al...	OH.	Heli...	ThS..	Press..	Solex...	Grav.	Duc....	M...	12	MD...	Eng...	4	R...	2 Met..	Sp..	4.28	Sp....	TT....	½El..	½El..	T....	FR...	DM..	WS...	W...
Barre	120	55	765x105	4	75x140	2.95x5.11	150	2	L...	4	Sep...	CI..	CC.	Chain.	ThS..	Press..	Zenith...	Grav.	Duc....	M...	12	Co....	Sep...	4	R...	2 Met..	Sp..	4.	Sp....	TT....	½El..	Cant..	T....	FR...	DM..	WS...	W...
Barron-Vialle	124	57	30x3.77	6	70x90	2.75x3.54	126	3	I...	6	Sep...	Al...	OH.	Heli...	Pump.	Press..	Solex...	Vac...	Scin....	M...	12	SP....	Eng...	4	C...	2 Met..	Sp..	4.	Sp....	Sp....	½El..	½El..	R....	FR...	West..	WS...	W...
Barron-Vialle	126	57	33x6	8	70x90	2.75x3.54	168	3	I...	8	Sep...	Al...	OH.	Heli...	Pump.	Press..	Solex...	Vac...	Scin....	M...	12	SP....	Eng...	4	C...	2 Met..	Sp..	3.6	Sp....	Sp....	½El..	½El..	R....	FR...	West..	WS...	W...
Benjamin	83	34	650x65	2	74x74	2.91x2.91	40	2	No..	2	Sep...	Al...	No..	None..	Pump.	Splas h	Own....	Grav.	Mea....	M...		Co....	Eng...	2	C...	None..	St..	5.3	.....	TT....	½El..	½El..	R....	R....	.....	WS...	D...
Benjamin	90	43	700x80	2	70x74	2.75x2.91	39	2	No..	2	Sep...	Al...	No..	None..	ThS..	Splash	Zenith...	Grav.	Mea....	M...	12	SP....	Eng...	3	C...	2 Fab..	St..	4.9	Sp....	TT....	½El..	½El..	T....	R....	.....	WS...	D...
Benjamin	108	43	715x115	4	59x100	2.32x3.93	66	3	I...	4	Sep...	Al...	CC.	Spur..	ThS..	Press..	Zenith...	Grav.	Mea....	M...	12	SP....	Eng...	3	C...	2 Fab..	St..	4.8	Sp....	TT....	½El..	½El..	T....	R....	.....	WS...	D...
Berliet	110	51	730x130	4	62x96	2.44x3.77	69	2	I...	4	Int...	Al...	CC.	Heli...	ThS..	Press..	Zenith...	Grav.	SEV....	M...	12	SP....	Eng...	4	C...	1 Met..	Sp..	5.9	TT....	TT....	½El..	½El..	R....	FR...	DM..	WS...	D...
Berliet	110	51	730x130	4	65x112	2.55x4.37	89	3	L...	4	Sep...	Al...	CC.	Heli...	ThS..	Press..	Zenith...	Vac...	SEV....	M...	12	SP....	Eng...	4	C...	1 Met..	Sp..	5.2	TT....	TT....	½El..	½El..	R....	FR...	DM..	WS...	D...
Berliet	124	56	820x120	4	80x130	3.14x5.11	189	3	L...	4	Sep...	Al...	CC.	Heli...	ThS..	Press..	Zenith...	Vac...	SEV....	M...	12	MD...	Eng...	4	C...	1 Met..	Sp..	4.5	TT....	TT....	½El..	½El..	R....	FR...	DM..	WW..	D...
Berliet	120	51	740x140	6	62x100	2.44x3 93	110	4	L...	6	Sep...	Al...	CC.	Chain.	Pump.	Press..	Zenith...	Vac...	SEV....	M...	12	SP....	Eng...	4	C...	1 Met..	Sp..	4.1	TT....	TT....	½El..	½El..	R....	FR...	DM..	WW..	A...
Berliet	144	55	905x165	6	85x120	3.34x4.72	249	7	L...	6	Sep...	Al...	CC.	Chain.	Pump.	Press..	Zenith...	Vac...	SEV....	M...	12	SP....	Eng...	4	C...	1 Met..	Sp..	3.9	TT....	TT....	½El..	½El..	R....	FR...	DM..	WW..	A...
Bignan	112	47	610x90	4	63x94	2.48x3.70	72	2	I...	4	Sep...	Al...	CC.	Heli...	ThS..	Pump.	Solex...	Vac...	SEV....	M...	6	MD...	Eng...	4	C...	1 Fab..	Sp..	5	TT....	TT....	½El..	Cant..	R....	FR...	DM..	WS...	W...
Bignan	132	51	820x120	4	75x112	2.95x4.4	122	3	I...	4	Sep...	Al...	OH.	Heli...	Pump.	Pump.	Viel....	Vac...	Delco..	B...	12	SP....	Eng...	4	C...	2 Met..	Sp..	5	Sp....	Sp....	½El..	½El..	FR...	FR...	Servo	WS...	D...
Brasier	106	48	715x115	4	58x90	2.28x3.54	58	2	I...	4	Sep...	Al...	CC.	Heli...	ThS..	Press..	Zenith...	Grav.	R.B....	M...	12	SP....	Eng...	3	C...	2 Fab..	Sp..	5.1	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WS...	D...
Brasier	114	51	730x130	4	68x100	2.67x3.93	88	3	I...	4	Sep...	Al...	CC.	Heli...	ThS..	Press..	Zenith...	Vac...	R.B....	M...	12	SP....	Eng...	4	C...	2 Fab..	Sp..	4.8	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WS...	D...
Brasier	122	54	860x160	4	74x120	2.91x4.72	125	5	I...	4	Sep...	Al...	CC.	Heli...	Pump.	Press..	Zenith...	Vac...	R.B....	M...	12	SP....	Eng...	4	C...	2 Fab..	Sp..	4.3	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WS...	W...
Buchet	104	45	730x130	4	60x100	2.36x3.93	....	2	L...	4	Sep...	Al...	CC.	Spur..	ThS..	Press..	Zenith...	Vac...	Duc....	M...	12	Co....	Eng...	3	R...	2 Met..	Sp..	4.1	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WW..	W...
Buchet	114	46	730x130	4	67x110	2.63x4.33	....	2	L...	4	Sep...	Al...	CC.	Spur..	ThS..	Press..	Zenith...	Vac...	Duc....	M...	12	Co....	Eng...	3	R...	2 Met..	Sp..	4.1	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WW..	W...
Bugatti	100	47	710x90	4	69x100	2.71x3.93	69	5	I...	4	Sep...	Al...	OH.	Heli...	Pump.	Press..	Zenith...	Press..	Delco..	B...	12	MD...	Sep...	4	R...	2 Met..	Sp..	4.6	Sp....	TA....	½El..	¼El..	R....	FR...	DM..	SN...	W...
Bugatti	94	47	710x90	4	69x100	2.71x3.93	69	5	I...	4	Sep...	Al...	OH.	Heli...	Pump.	Press..	Zenith...	Press..	Delco..	B...	12	MD...	Sep...	4	R...	2 Met..	Sp..	3.8	Sp....	TA....	½El..	¼El..	R....	FR...	DM..	SN...	W...
Bugatti	123	49	28x3.5	8	60x88	2.36x3.46	122	3	I...	4	Sep...	Al...	OH.	Heli...	Pump.	Press..	Zenith...	Press..	Delco..	B...	12	MD...	Sep...	4	R...	2 Met..	Sp..	4.6	Sp....	TA....	½El..	¼El..	R....	FR...	DM..	SN...	W...
Bugatti	185	63	980x175	8	125x150	4.92x5.90	898	9	I...	8	Sep...	Al...	OH.	Heli...	Pump.	Press..	Zenith...	Press..	Delco..	B...	12	MD...	Sep...	2	C...	2 Met..	Sp..	3.1	Sp....	TA....	½El..	¼El..	R....	FR...	DM..	SN...	W...
Buire, La	117	51	765x105	4	70x120	2.75x4.72	112	3	I...	4	Sep...	Al...	CC.	Chain.	ThS..	Press..	Zenith...	Grav.	Duc....	M...	12	MD...	Eng...	4	C...	1 Met..	Sp..	4.2	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WW..	W...
Buire, La	117	51	820x120	4	75x150	2.95x5.90	161	3	I...	4	Sep...	Al...	CC.	Chain.	Pump.	Press..	Zenith...	Vac...	Duc....	M...	12	Co....	Eng...	4	C...	1 Met..	Sp..	4.1	Sp....	TA....	½El..	Cant..	R....	FR...	DM..	WW..	W...
Charron	100	45	710x90	4	58x100	2.28x3.93	64	2	L...	4	Sep...	CI..	CC.	Chain.	ThS..	Splash	Zenith...	Grav.	Duc....	M...	6	Co....	Sep...	3	C...	2 Met..	St..	4.6	Sp....	Sp....	½El..	½El..	R....	R....	.....	WS...	D...
Charron	134	57	820x120	4	70x120	2.75x4.72	112	3	I...	4	Int...	Al...	CC.	Chain.	ThS..	Press..	Zenith...	Vac...	Duc....	M...	6	SP....	Eng...	4	C...	1 Met..	Sp..	4.1	TT....	TT....	½El..	½El..	R....	FR...	DM..	WS...	D...
Charron	134	57	820x120	6	70x120	2.75x4.72	168	4	I...	6	Sep...	Al...	CC.	Chain.	ThS..	Press..	Zenith...	Vac...	Duc....	M...	6	SP....	Eng...	4	C...	1 Met..	Sp..	4.1	TT....	TT....	½El..	½El..	R....	FR...	DM..	WS...	D...
Chenard-Walcker	111	47	715x115	4	69x100	2.71x3.93	91	2	L...	4	Sep...	Al...	CC.	Chain.	ThS..	Press..	Solex...	Vac...	Gau....	M...	12	SP....	Eng...	4	C...	1 Fab..	Sp..	4.8	Sp....	TT....	½El..	½El..	T....	TR...	Hall	WS...	W...
Chenard-Walcker	117	53	820x120	4	69.5x130	2.72x5.11	122	2	L...	4	Sep...	Al...	CC.	Chain.	ThS..	Press..	Solex...	Vac...	Gau....	M...	12	SP....	Eng...	4	C...	1 Fab..	Sp..	4.5	Sp....	TT....	½El..	½El..	T....	TR...	Hall	WS...	W...
Chenard-Walcker	121	55	895x135	4	79 .5x150	3.12x5.90	180	2	L...	4	Sep...	Al...	CC.	Chain.	ThS..	Press..	Solex...	Vac...	Gau....	M...	12	MD...	Eng...	4	C...	2 Fab..	Sp..	4.8	Sp....	TT....	½El..	½El..	T....	TR...	Hall	WS...	W...
Chenard, Louis	102	47	710x90	4	68x100	2.67x3.93	88	2	I...	4	Sep...	Al...	CC.	Heli...	ThS..	Press..	Zenith...	Grav.	Duc....	M...	6	Co....	Eng...	3	R...	2 Fab..	Sp..	4.6	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WS...	W...
Citroen	104	48	775x145	4	70 .100	2.75x3 93	94	2	L...	4	Sep...	Al...	CC.	Heli...	ThS..	Press..	Solex...	Grav.	Own....	M...	12	SP....	Eng...	3	C...	2 Fab..	Sp..	4.8	Sp....	Sp....	½El..	½El..	R....	FR...	West..	WS...	D...
Classic	115	51	765x105	4	65x120	2.55x4.72	97	2	L...	4	Sep...	CI..	CC.	Spur..	ThS..	Pump.	Solex...	Grav.	Delco..	B...	6	SP....	Sep...	3	C...	2 Met..	Sp..	4.7	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WS...	D...
Classic	115	51	765x105	4	75x120	2.95x4.72	129	2	Sl..	4	Sep...	CI..	CC.	Chain.	ThS..	Press..	Solex...	Grav.	Delco..	B...	6	SP....	Sep...	3	C...	2 Met..	Sp..	4.7	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WS...	D...
Claveau	110	51	715x115	4	62x91	2.44x3.58	66	3	L...	2	Sep...	Al...	CC.	Spur..	ThS..	Press..	Solex...	Grav.	RB....	M...	12	SP....	Eng...	3	C...	2 Met..	St..	4.2	Sp....	Sp....	Coil..	Coil..	R....	FR...	DM..	WS...	D...
Corre La Licorne	106	51	710x90	4	67x120	2.63x4.72	102	2	L...	4	Sep...	Al...	CC.	Spur..	ThS..	Press..	Solex...	Grav.	Duc....	M...	6	Co....	Sep...	4	R...	2 Met..	Sp..	4.3	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WS...	D...
Corre La Licorne	114	51	760x90	4	65x105	2.55x4.12	85	2	L...	4	Sep...	Al...	CC.	Spur..	ThS..	Press..	Solex...	Grav.	Duc....	M...	6	Co....	Sep...	3	R...	2 Met..	Sp..	4.3	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WS...	D...
Corre La Licorne	116	51	765x105	4	70x105	2.75x4.12	98	3	I...	4	Sep...	Al...	CC.	Spur..	ThS..	Press..	Solex...	Grav.	Duc....	M...	12	Co....	Sep...	4	R...	2 Met..	Sp..	4.7	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WS...	D...
Cottin & Desgouttes	160	59	760x160	4	80x130	3.14x5.11	189	5	I...	4	Sep...	Al...	CC.	Chain.	Pump.	Press..	Zenith...	Vac...	SEV....	MB.	12	MD...	Eng...	4	C...	1 Met..	Sp..	4.3	TT....	TT....	Trans.	Trans.	R....	FR...	Dew..	Dupl.	W...
Cottin & Desgouttes	136	55	895x135	6	80x130	3.14x5.11	283	7	I...	6	Sep...	Al...	CC.	Chain.	Pump.	Press..	Zenith...	Vac...	SEV....	MB.	12	MD...	Eng...	4	C...	1 Met..	Sp..	3.8	TT....	TT....	½El..	½El..	R....	FR...	Dew..	WW..	W...
Cottin & Desgouttes	145	57	895x135	6	80x130	3.14x5.11	283	7	I...	6	Sep...	Al...	CC.	Chain.	Pump.	Press..	Zenith...	Vac...	SEV....	MB.	12	MD...	Eng...	4	C...	1 Met..	Sp..	4.3	TT....	TT....	½El..	½El..	R....	FR...	Dew..	WW..	W...
De Dion Bouton	110	47	715x115	4	62x110	2.44x4.33	81	2	L...	4	Int...	Al...	CC.	Chain.	ThS..	Press..	Solex...	Grav.	Vict....	M...	6	SP....	Eng...	4	C...	1 Met..	Sp..	4.9	Sp....	TT....	½El..	Cant..	R....	FR...	DM..	WS...	D...
De Dion Bouton	117	51	730x130	4	70x120	2.75x4.72	112	2	I...	4	Sep...	Al...	CC.	Chain.	Pump.	Press..	Zenith...	Vac...	Vict....	M...	6	SP....	Eng...	4	R...	1 Met..	Sp..	4.	Sp....	TT....	½El..	Cant..	T....	FR...	DM..	WS...	D...
De Dion Bouton	134	56	775x145	4	78x130	3.07x5.11	151	3	L...	4	Sep...	Al...	CC.	Chain.	Pump.	Press..	Zenith...	Vac...	Vict....	M...	6	SP....	Eng...	4	R...	1 Met..	Sp..	4.2	Sp....	TT....	½El..	Cant..	T....	FR...	DM..	WS...	D...
De Dion Bouton	141	58	895x135	4	95x140	3.74x5.51	242	3	L...	4	Sep...	Al...	CC.	Chain.	Pump.	Press..	Zenith...	Vac...	Vict....	M...	6	SP....	Eng...	4	R...	1 Met..	Sp..	4	Sp....	TT....	½El..	Cant..	T....	FR...	DM..	WS...	D...
Delage	116	56	820x120	4	75x120	2.95x4.72	129	3	I...	4	Sep...	Al...	CC.	Chain.	Pump.	Press..	Zenith...	Vac...	RB....	M...	12	SP....	Eng...	4	C...	1 Met..	Sp..	4.4	TT....	TT....	½El..	½El..	R....	FR...	DM..	SN...	W...
Delage	138	56	860x160	6	75x120	2.95x4.72	193	7	I...	6	Sep...	Al...	CC.	Chain.	Pump.	Press..	Smith...	Vac...	Scin....	M...	12	SP....	Eng...	4	C...	1 Met..	Sp..	4.1	TT....	TT....	½El..	½El..	R....	FR...	DM..	SN...	W...
Delage	151	58	895x135	6	95x140	3.74x5.51	363	7	I...	6	Sep...	Mag	OH.	Bev...	Pump.	Press..	Zenith...	Vac...	Scin....	M...	12	SP....	Eng...	4	C...	1 Met..	Sp..	3.8	TT....	TT....	½El..	½El..	R....	FR...	Servo	SN...	W...
D. F. P	101	44	710x90	4	62x91	2.44x3.58	67	2	I...	4	Int...	Al...	CC.	Heli...	ThS..	Pump.	Solex...	Grav	RB....	M...	12	Co....	Eng...	3	C...	2 Fab..	Sp..	5.8	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WS...	W...
D. F. P	103	51	765x105	4	70x120	2.75x4.72	112	2	L...	4	Int...	Al...	CC.	Heli...	ThS..	Pump.	Solex...	Vac...	RB....	M...	12	SP....	Eng...	4	C...	2 Fab..	Sp..	5.6	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WS...	W...
Delahaye	118	51	775x145	4	72x110	2.83x4.33	109	2	I...	4	Int...	Al...	CC.	Heli...	Pump.	Pump.	Solex...	Vac...	SEV....	M...	12	SP....	Eng...	4	C...	2 Met..	Sp..	4.4	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	SN...	W...
Delahaye	127	53	820x120	4	85x130	3.14x511	179	3	I...	4	Sep...	Al...	CC.	Heli...	Pump.	Pump.	Solex...	Vac...	SEV....	M...	12	SP....	Eng...	4	C...	2 Met..	Sp..	4.4	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	SN...	W...
Delahaye	134	56	835x135	4	85x130	3.14x5.11	179	3	I...	4	Sep...	Al...	CC.	Heli...	Pump.	Pump.	Solex...	Vac...	SEV....	M...	12	SP....	Eng...	4	C...	2 Met..	Sp..	4.4	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	SN...	W...

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Continental Passenger Cars—Continued

MAKE	Wheelbase (Ins.)	Tread (Ins.)	Tires (mm.) or ins.	ENGINE: No. of Cylinders	Bore & Stroke mm.	Bore & Stroke inches	Piston Displacement Cubic Inches	No. of Main Bearings	Valve Arrangement	Cylind's Cast in One Block	Cylinders and Crankcase	Piston Material	Camshaft: Location	Camshaft: Drive	Cooling System	Lubrication	Fuel: Carburetor Make	Fuel: Fuel Feed	ELECTRICAL SYSTEM: Ignition System Make	Current: Source	Voltage	TRANSMISSION: Clutch Type	Gearset: Gearset Location	Gearset: No. of Forward Speeds	Gearset: Position of Lever	Universal Joints	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	RUNNING GEAR: Springs: Front	Springs: Rear	Brakes: Hand	Brakes: Foot	Brakes: Operation	Steering	Standard Wheels
FRENCH—Cont.																																					
Rochet-Schneider	125	55	820x120	4	80x130	3.14x5.11	159	3	I...	4	Sep...	Al...	CC...	Heli...	Pump	Press.	Zenith...	Vac...	SEV...	M...	12	SP...	Eng.	4	C...	1	Met...	Sp..	5.	Sp...	TT...	½El...	½El...	R...	FR...	DM...	WS...	A...
Rochet-Schneider	134	57	895x135	4	95x130	3.74x5.11	218	3	I...	4	Sep...	Al...	CC...	Heli...	Pump	Press.	Zenith...	Vac...	SEV...	M...	12	SP...	Eng..	4	C...	1	Met...	Sp.	4.1	Sp...	TT...	½El...	Cant..	TR...	FR...	DM...	WS...	A...
Rolland-Pilain	118	51	765x105	4	70x120	2.75x4.72	112	3	L...	4	Sep...	Al...	CC...	Heli...	ThS...	Press.	Zenith...	Vac...	Duc...	M...	12	Co...	Eng..	4	R...	2	Met...	Sp.	4.1	Sp...	Sp...	½El...	½El...	R...	FR...	DM...	WS...	D...
Rolland-Pilain	126	52	820x120	4	73x120	2.87x4.72	122	3	I...	4	Sep...	Al...	OH..	Heli...	Pump	Press.	Zenith...	Vac...	Duc...	M...	12	MD...	Eng..	4	R...	1	Met...	Sp.	4.1	Sp...	TT...	¼El...	½El...	R...	FR...	DM...	WS...	W...
Rolland-Pilain	123	52	820x120	4	75x130	2.95x5.11	140	3	I...	4	Sep...	Al...	CC...	Heli...	Pump	Press.	Zenith...	Vac...	Duc...	M...	12	Co...	Eng..	4	R...	1	Met...	Sp.	3.7	Sp...	TT...	½El...	½El...	R...	FR...	DM...	WS...	W...
Rolland-Pilain	133	55	880x120	4	95x130	3.74x5.51	179	3	I...	4	Sep...	Al...	OH..	Heli...	Pump	Press.	Zenith...	Vac...	Duc...	M...	12	MD...	Eng..	4	R...	1	Met...	Sp.	3.7	Sp...	TT...	½El...	½El...	R...	FR...	DM...	WS...	W...
Salmson	98	42	700x80	4	62x90	2.44x3.54	66	2	I...	4	Sep...	Al...	CC...	Heli...	ThS...	Pump	Solex...	Grav..	Duc...	M...	6	Co...	Eng..	3	C...	1	Met...	St..	4	TT...	TT...	½El...	¼El...	R...	R...	DM...	WW...	W...
Salmson	98	42	700x85	4	62x90	2.44x3.54	66	2	I...	4	Sep...	Al...	OH..	Heli...	ThS...	Pump	Solex...	Grav..	Duc...	M...	6	Co...	Eng..	3	C...	1	Met...	St..	5	TT...	TT...	½El...	½El...	R...	FR...	DM...	WW...	W...
Slamson	112	47	715x115	4	65x90	2.55x3.54	72	2	I...	4	Sep...	Al...	OH..	Heli...	ThS...	Pump	Solex...	Grav..	Duc...	M...	6	Co...	Eng..	3	C	1	Met...	St..	5	TT...	TT...	½El...	½El...	R...	FR...	DM...	WW...	W...
S.A.R.A.	98	45	715x115	4	62x91	2.44x3.58	66	2	I...	1	Sep...	Al...	CC...	Spur..	Air...	Pump	Solex...	Grav..	R.B....	M...	12	Co...	Eng..	4	C...	1	Fab...	Sp.	4.5	Sp...	TA...	Trans.	¼El...	R...	FR...	DM...	WS...	W...
S.C.A.P.	93	47	27x4.40	4	61x94	2.4x3.7	67	2	I...	4	Sep...	Al...	CC...	Spur..	Pump	Press.	Cozette...	Grav..	R.B....	M...	6	Co...	Eng..	4	R...	2	Met...	Sp.	4 5	Sp...	Sp...	½El...	½El...	T...	FR...	DM...	WW...	W...
S.C.A.P.	104	47	27x4.40	4	63x94	2.48x3.7	71	2	I...	4	Sep...	Al...	CC...	Spur..	Pump	Press.	Solex...	Grav..	R.B....	M...	6	Co...	Eng..	4	R...	2	Met...	Sp.	4.5	Sp...	Sp...	½El...	½El...	T...	FR...	DM...	WW...	W...
Schneider, Th.	118	53	765x105	4	72x120	2.83x4.72	119	3	L...	4	Sep...	CI...	CC...	Chain	ThS...	Press.	Zenith...	Grav..	N.E....	B...	6	Co...	Eng..	4	C...	2	Fab...	Sp.	4.5	Sp...	Sp...	½El...	½El...	R...	FR...	DM...	WS...	HS..
Schneider, Th.	130	57	835x135	4	85x140	3.34x5.51	193	3	L...	4	Sep...	CI...	CC...	Chain	Pump	Press.	Zenith...	Vac...	P.Rh...	M...	12	SP...	Eng..	4	C...	1	Met...	Sp.	4.23	TT...	TT...	½El...	Cant..	R...	FR...	DM...	WS...	W...
Scheider, Th.	143	57	835x135	6	82x140	3.22x5.51	270	7	L...	3	Sep...	CI...	CC...	Chain	Pump	Press.	Zenith...	Vac...	P.Rh...	M...	12	SP...	Eng..	4	C...	1	Met...	Sp.	3.2	TT...	TT...	½El...	Cant..	R...	FR...	DM...	WS...	W...
Senechal	87	40	700x80	4	55x95	2.16x3.74	55	2	L...	4	Sep...	Al...	CC...	Spur..	ThS...	Pump	Solex...	Grav..	R.B....	M...	6	SP...	Eng..	3	C...	2	Fab...	St..	4 1	Sp...	Sp...	T½El.	¼El...	R...	R...		WS...	W...
Sidea	110	44	710x90	4	55x95	2.16x3.74	55	2	I...	4	Sep...	Al...	CC...	Spur..	ThS...	Pump	Solex...	Grav..	SEV...	M...	6	Co...	Sep...	3	C...	2	Fab...	St..	5.4	Sp...	Sp...	¼El...	¼El...	R...	FR...	DM...	WS...	D...
Sidea	116	47	760x90	4	70x100	2.75x3.93	93	2	I...	4	Sep...	Al...	CC...	Spur..	ThS...	Press.	Solex...	Grav..	SEV...	M...	6	SP...	Eng..	4	C...	2	Met...	St..	5.1	Sp...	Sp...	½El...	½El...	R...	FR...	DM...	WS...	D...
Sima-Violet	86	39	700x75	2	65x75	2.55x2.95	31	2	No..	1	Sep...	Al...	No..	None..	Air...	Splash	Violet...	Grav..	RB....	M...		MD...	RA...	2	C...	1	Fab...	St..	5.1	TT...	TT...	Trans.	¼El...	R...	R...		Dir...	W...
Sizaire Freres	130	54	775x145	4	76x110	2.99x4.33	122	2	I...	4	Sep...	Al...	OH..	Chain	Pump	Press.	Cozette...	Vac...	Duc...	M...	12	SP...	Sep...	4	C...	1	Met...	Sp.	4.2	TT...	TT...	T½El.	T½El.	R...	FR...	DM...	Rack..	D...
Slim	118	56	775x145	4	67x103	2.63x4.05	90	3	I...	4	Sep...	Al...	CC...	Chain	ThS...	Press.	Solex...	Grav..	SEV...	M...	12	SP...	Eng..	4	C...	2	Met...	Sp.	4.4	Sp...	Sp...	½El...	¾El...	R...	FR...	DM...	WS...	D...
Slim	118	56	775x145	4	70x103	2.75x4.05	98	3	I...	4	Sep...	Al...	CC...	Chain	ThS...	Press.	Solex...	Grav..	SEV...	M...	12	SP...	Eng..	4	C...	2	Met...	Sp.	4.4	Sp...	Sp...	½El...	¾El...	R...	FR...	DM...	WS...	HS..
Suere	111	53	730x130	4	70x120	2.75x4.72	112	2	L...	4	Sep...	CI...	CC...	Heli...	ThS...	Press.	Zenith...	Grav..	ABos...	M...	6	MD...	Eng..	3	C...	2	Fab...	Sp.	4.1	Sp...	TT...	½El...	Cant..	R...	FR...	DM...	WW...	D...
Talbot	122	53	775x145	4	69.5x110	2.72x4.33	102	3	I...	4	Int..	Al...	CC...	Chain	Pump	Press.	Solex...	Vac...	RB....	M...	12	SP...	Eng..	4	R...	1	Met...	Sp.	5.1	TT...	TT...	½El...	Cant..	R...	FR...	DM...	WN...	A...
Talbot	130	55	33x6	6	72x110	2.87x4.33	163	4	I...	6	Int..	Al...	CC...	Chain	Pump	Press.	Solex...	Vac...	Scin....	M...	12	SP...	Eng..	4	R...	1	Met...	Sp.	4.1	TT...	TT...	½El...	Cant..	R...	FR...	DM...	WN...	A...
Talbot	136	55	33x6	6	75x110	2.95x4.33	177	4	I...	6	Int..	Al...	CC...	Chain	Pump	Press.	Zenith...	Vac...	Scin....	M...	12	SP...	Eng..	4	R...	1	Met...	Sp.	3.9	TT...	TT...	½El...	Cant..	R...	FR...	DM...	WN...	W...
Turcat-Mery	108	48	730x130	4	64x93	2.51x3.66	73	2	I...	4	Sep...	Al...	CC...	Spur..	ThS...	Press.	Zenith...	Grav..	RB....	M...	12	SP...	Eng..	4	C...	2	Fab...	Sp.	5.1	Sp...	Sp...	½El...	½El...	R...	FR...	DM...	WS...	D...
Turcat-Mery	119	51	30x5.25	4	70x105	2.75x4.12	98	3	I...	4	Sep...	Al...	CC...	Spur..	ThS...	Press.	Zenith...	Vac...	RB....	M...	12	SP...	Eng..	4	C...	2	Met...	Sp.	5.1	Sp...	Sp...	½El...	½El...	R...	FR...	DM...	WS...	W...
Turcat-Mery	129	55	33x6.	4	79x120	3.11x4.72	143	3	I...	5	Sep...	Al...	CC...	Spur..	Pump	Press.	Zenith...	Vac...	RB....	M...	12	SP...	Eng..	4	C...	2	Met...	Sp.	5.1	Sp...	Sp...	½El...	½El...	R...	FR...	DM...	WS...	W...
Unic	124	54	775x145	4	72.8x120	2.86x4.72	122	2	L...	4	Sep...	Al...	CC...	Chain	ThS...	Press.	Viel....	Vac...	RB....	M...	12	MD...	Eng..	4	C...	2	Fab...	Sp.	4.3	Sp...	Sp...	½El...	2Cant	R...	FR...	DM...	WW...	D...
Vermorel	110	51	715x115	4	60x100	2.39x3.93	68	2	L...	4	Sep...	Al...	CC...	Heli...	ThS...	Pump	Zenith...	Grav..	SEV...	M...	12	SP...	Eng..	4	C...	2	Fab...	Sp.	4.1	Sp...	Sp...	½El...	½El...	R...	FR...	DM...	WS...	D...
Vermorel	118	51	775x145	6	60x100	2.39x3.93	102	3	L...	6	Sep...	Al...	CC...	Heli...	ThS...	Pump	Zenith...	Vac...	SEV...	M...	12	SP...	Eng..	4	C...	2	Fab...	Sp.	3.7	Sp...	Sp...	½El...	½El...	R...	FR...	DM...	WS...	D...
Voisin	114	51	775x145	4	67x110	2.63x4.33	94	2	Sl..	4	Sep...	Al...	CC...	Chain	ThS...	Pre:s	Solex...	Grav..	SEV...	M...	12	SP...	Eng..	3	C...	1	Met...	Sp.	5.	TT...	TT...	½El...	½El...	R...	FR...	Servo.	SN...	D...
Voisin	144	55	895x135	4	95x140	3.74x5.51	242	5	Sl..	4	Sep...	Mag	CC...	Chain	Pump	Press.	Zenith...	Vac...	SEV...	M...	12	MD...	Eng..	4	R...	1	Met...	Sp.	3.4	TT...	TT...	½El...	½El...	R...	FR...	Servo.	SN...	D...
Voisin	127	55	775x145	6	67x110	2.63x4.33	141	4	Sl..	6	Sep...	Mag	CC...	Chain	ThS...	Press.	Zenith...	Vac...	Delco...	B...	12	MD...	Eng..	3	C...	1	Met...	Sp.	4.7	TT...	TT...	½El...	½El...	R...	FR...	Servo.	SN...	D...
Voisin	140	56	905x165	6	86x140	3.38x5.51	290	4	Sl..	6	Sep...	Mag	CC...	Chain	Pump	Press.	Zenith...	Vac...	Delco...	B...	12	MD...	Eng..	4	C...	1	Met...	Sp.	3.9	TT...	TT...	½El...	½El...	R...	FR...	Servo.	SN...	D...
Yrsan, 3-Wheel	98	51	700x80	4	55x95	2.16x3.74	55	2	L...	4	Sep...	Mag	CC...	Spur..	ThS...	Pump	Solex...	Grav..	SEV...	M...		SP...	Sep...	2	R...	1	Met...	Ch..	4.5	Sp...	Sp...	½El...	½El...	R...	FR...	DM...	Rack..	W...
BELGIAN																																					
A.D.K.	110	51	730x130	4	70x105	2.75x4.12	98	3	I...	4	Sep...	Al...	CC...	Spur..	ThS...	Press.	Sthen...	Vac...	Scin....	M...	6	SP...	Eng..	3	C...	2	Met...	Sp.	4.7	Sp...	Sp...	½El...	½El...	T...	FR...	DM...	WS...	D...
Aoust d'	100	45	700x80	4	59x100	2.32x3.93	66	2	I...	4	Sep...	Al...	CC...	Spur..	ThS...	Pump	Zenith...	Grav..	SEV...	M...	6	Co...	Eng..	3	C...	2	Fab...	St..	5.1	Sp...	Sp...	½El...	½El...	R...	FR...	DM...	WW...	D...
Aoust d'	110	49	765x105	4	67x130	2.63x5.51	111	3	L...	4	Sep...	Al...	CC...	Spur..	ThS...	Press.	Zenith...	Vac...	Bosch...	M...	12	MD...	Sep...	4	C...	2	Fab...	St..	4.8	Sp...	Sp...	½El...	½El...	R...	FR...	DM...	WW...	W...
Aoust d'	110	49	765x105	4	65x140	2.55x5.51	112	3	L...	4	Sep...	CI...	CC...	Spur..	ThS...	Press.	Zenith...	Vac...	Bosch...	M...	12	MD...	Sep...	4	C...	2	Fab...	St..	4.1	Sp...	Sp...	½El...	½El...	R...	FR...	DM...	WW...	W...
Dasse	118	53	730x130	4	68x105	2.67x4.04	93	3	I...	4	Sep...	Al...	OH..	Bev...	ThS...	Press.	Zenith...	Vac...	Mar....	M...	12	Co...	Eng..	4	C...	2	Fab...	Sp.	5.0	Sp...	Sp...	½El...	½El...	T...	FR...	Dew	WW...	D...
Dasse	137	55	905x165	4	90x140	3.54x5.51	217	3	I...	4	Sep...	Al...	OH..	Bev...	Pump	Press.	Zenith...	Vac...	Mar....	B...	12	Co...	Eng..	3	C...	2	Fab...	Sp.	3.9	Sp...	Sp...	½El...	½El...	T...	FR...	Dew	WW...	D...
Excelsior	140	57	33x5	6	90x140	3.54x5.51	315	7	I...	6	Sep...	Al...	OH..	Bev...	Pump	Press.	Zenith...	Vac...	Scin....	M...	12	MD...	TT...	4	C...	1	Met...	Sp.	3.7	TT...	TT...	½El...	Cant..	R...	FR...	Dew	WW...	W...
F.N.	108	49	730x130	4	65x100	2.55x3.93	81	3	I...	4	Sep...	Al...	CC...	Heli...	ThS...	Press.	Solex...	Vac...	Bosch...	M...	12	SP...	Eng..	3	C...	2	Met...	Sp.	4.3	Sp...	Sp	½El...	½El...	FR...	FR...	DM...	WS...	A...
F.N.	118	53	820x120	4	75x120	2.95x4.72	129	3	L...	4	Sep...	CI...	CC...	Heli...	ThS...	Press.	Solex...	Vac...	Bosch...	M...	12	Co...	Eng..	4	C...	2	Met...	Sp.	4.3	Sp...	Sp...	½El...	½El...	R...	FR...	DM...	WS...	A...
Imperia	107	49	730x130	4	66x80	2.59x3.14	65	2	Sl..	4	Sep...	Al...	CC...	Heli...	ThS...	Press.	Solex...	Vac...	Scin....	M...	12	SP...	Eng..	4	C...	2	Fab...	Sp.	5.0	Sp...	Sp...	½El...	½El...	R...	FR...	DM...	WS...	A...
Metallurgique	120	51	860x160	4	70x128	2.75x4.75	120	3	I...	4	Sep...	Al...	OH..	Chain	Pump	Press.	Zenith...	Vac...	Bosch...	B...	12	MD...	Eng..	4	C...	1	Met...	Sp.	5.0	TT...	TT...	½El...	½El...	R...	FR...	Dew	WS...	W...
Miesse	122	58	820x120	4	69x130	2.71x5.11	118	3	I...	4	Sep...	Al...	OH..	Chain	Pump	Press.	Zenith...	Vac...	SEV...	M...	12	MD...	Eng..	3	C...	2	Met...	Sp..	5.3	Sp...	Sp...	½El...	½El...	R...	FR...	Dew	WS...	W...
Miesse	145	58	895x135	8	69x130	2.71x5.11	236	6	I...	8	Sep...	Al...	OH..	Chain	Pump	Press.	Zenith...	Vac...	SEV...	M...	12	MD...	Eng..	3	C...	2	Met...	Sp..	5.3	Sp...	Sp...	½E...	½El...	R...	FR...	Dew	WS...	W...
Minerva	122	55	820x120	4	80x112	3.14x4.40	137	3	Sl..	4	Sep...	Al...	CC...	Chain	Pump	Press.	Sthen...	Vac...	Scin....	M...	12	MD...	Eng..	4	R...	1	Met...	Sp..	4.9	TT...	TT...	½El...	Cant..	R...	FR...	Dew	WS...	W...
Minerva	118	55	780x150	6	68x92	2.67x3.62	122	4	Sl..	6	Sep...	Al...	CC...	Chain	Pump	Press.	Solex...	Vac...	Bosch...	B...	12	Sp...	Eng..	3	C...	1	Met...	Sp..	5.1	Sp...	Sp...	½El...	½El...	R...	FR...	Dew	WS...	D...
Minerva	145	55	895x135	6	80x112	3.14x4.40	206	7	Sl..	6	Sep...	Al...	CC...	Chain	Pump	Press.	Sthen...	Vac...	Scin....	M...	12	MD...	Eng..	4	R...	1	Met...	Sp..	4.7	TT...	TT...	½El...	Cant..	R...	FR...	Dew	WS...	W...
Minerva	149	55	33 x6.75	6	90x140	3.54x5.51	325	7	Sl..	6	Sep...	Al...	CC...	Chain	Pump	Press.	Sthen...	Vac...	Scin....	M...	12	MD...	Eng..	4	R...	1	Met...	Sp..	4	TT...	TT...	½El	Cant..	R...	FR...	Dew	WS...	W...
Nagant	120	51	775x145	4	75x120	2.95x4.72	129	3	I...	4	Int..	Al...	CC...	Heli...	ThS...	Press.	Solex...	Vac...	Ger....	M...	12	MD...	Eng..	4	C...	1	Met...	Sp..	4	TT...	TT...	½El	Cant..	R...	FR...	Dew	WS...	A...
Nagant	120	51	775x145	6	65x91	2.55x3.58	109	4	L...	6	Int..	Al...	CC...	Spur..	ThS...	Press.	Solex...	Vac...	NE....	B...	12	MD...	Eng..	4	C...	1	Met...	Sp..	4	TT...	TT...	½El...	½El...	R...	FR...	Dew	WS...	A...
P.M.	120	49	775x145	4	63x105	2.48x4.04	79	3	I...	4	Int..	Al...	OH..	Bev...	ThS...	Press.	Cozette...	Vac...	Saga....	M...	12	MD...	Eng..	4	C...	1	Met...	Sp..	5.1	TT...	TT...	½El...	¼El...	T...	FR...	DM...	WS...	A...

ITALIAN

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Continental Passenger Cars—Continued

MAKE	Wheelbase (Ins.)	Tread (Ins.)	Tires (mm. or ins.)	ENGINE: No. of Cylinders	Bore & Stroke mm.	Bore & Stroke inches	Piston Displacement Cubic Inches	No. of Main Bearings	Valve Arrangement	Cylind's Cast in One Block	Cylinders and Crankcase	Piston Material	Camshaft: Location	Camshaft: Drive	Cooling System	Lubrication	Fuel: Carburetor Make	Fuel: Fuel Feed	ELECTRICAL SYSTEM: Ignition System Make	Current Source	Voltage	TRANSMISSION: Clutch Type	Gearset: Gearset Location	Gearset: No. of Forward Speeds	Gearset: Position of Lever	Universal Joints	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	RUNNING GEAR: Springs Front	Springs Rear	Brakes: Location	Brakes: Operation	Steering	Standard Wheels
GERMAN—*Cont.*																																				
Magnet	98	43	715x115	4	69x86	2.71x3.37	77.7	2	F	4	Sep	CI	CC	Spur	ThS	Press	Pallas	Grav	Bosch	M	6	Co	Sep	3	C	Met	St	4.00	TT	Sp	Trans	Cant	R	Rod	WS	D
Magnet	96	39	26x3	4	62x86	2.43x3.37	62.5	2	F	4	Sep	CI	CC	Spur	ThS	Press	Pallas	Grav	Bosch	M	6	Co	Sep	3	C	Met	St	4.00	TT	Sp	Trans	Cant	R	Rod	WS	D
Mannesmann	100	47	710x90	4	66x92	2.64x3.62	79.2	3	L	4	Sep	Al	CC	Chain	Pump	Press	Solex	Grav	Bosch	M	6	SP	Sep	3	C	Met	Sp	4.82	TT	TT	½El	½El	R	Rod	WS	W
Mauser	110	51	730x130	4	67x108	2.67x4.25	95.2	3	I	4	Sep	Al	CC	Spur	ThS	Press	Pallas	Grav	Bosch	M	12	SP	Sep	3	C	Met	Sp	4.2	RR	RR	Trans	Cant	FR	Rod	SN	W
Maybach	144	58	33x5	6	94x135	3.74x5.31	233	4	L	6	Sep	CI	CC	Heli	Pump	Press	Own	Vac	Bosch	B	12	Ex	Eng	2	C	Met	Sp	4.5	TT	TT	½El	½El	FR	Rod	SN	D
Maybach	144	58	33x6.75	6	93x168	3.70x6.61	426	5	L	6	Sep	CI	CC	Heli	Pump	Press	Own	Press	Bosch	B	12	Ex	Eng	2	C	Met	Sp	4.6	TT	TT	½El	½El	FR	Rod	SN	D
N. A. G.	130	55	820x120	4	78x136	3.07x5.35	159	3	I	4	Sep	CI	CC	Spur	Pump	Press	Zenith	Vac	Bosch	M	12	Co	Sep	4	C	Met	Sp	4.5	TT	TT	½El	½El	FR	Rod	SN	HS
N. A. G.	133	56	32x6.2	6	74x120	2.91x4.72	189	7	I	6	Sep	CI	CC	Spur	Pump	Press	Pallas	Vac	Bosch	M	6	MD	Sep	4	C	Met	Sp	5.00	TT	TT	½El	½El	FR	Rod	SN	HS
N. S. U.	104	45	730x130	4	68x90	2.67x3.54	79.3	3	L	4	Sep	Al	CC	Spur	ThS	Press	Zenith	Vac	Bosch	M	12	Co	Sep	4	R	Met	Sp	5.00	Sp	Sp	½El	½El	FR	Rod	SN	A
N. S. U.	124	52	775x145	4	78x110	3.06x4.33	127	3	L	4	Sep	Al	CC	Spur	ThS	Press	Zenith	Vac	Bosch	M	12	MD	Sep	4	R	Met	Sp	5.00	Sp	Sp	½El	½El	FR	Rod	SN	HS
Opel	99	46	715x115	4	60x90	2.36x3.54	61.9	2	L	4	Sep	CI	CC	Spur	ThS	Press	Solex	Grav	Bosch	B	12	SP	Eng	3	C	Fab	Sp	5.00	Sp	Sp	½El	¼El	FR	Cab	WS	D
Opel	119	56	775x145	4	89x105	3.50x4.13	159	3	L	4	Sep	CI	CC	Spur	ThS	Press	Solex	Press	Bosch	B	12	MD	Eng	3	C	Fab	Sp	4.8	Sp	TT	½El	¼El	FTR	Rod	WS	D
Phaenomen	130	55	32x6.20	4	85x138	3.34x5.43	190	4	I	4	Sep	Al	OH	Bevel	Pump	Press	Solex	Vac	Bosch	M	12	SP	Eng	4	C	Met	Sp	4.15	TT	TT	½El	½El	FR	Rod	SN	W
Phaenomobil, 3-wheel	100	53	730x130	4	74x90	2.91x3.54	94.5	3	L	1	Sep	CI	CC	Spur	Air	Press	Solex	Press	Bosch	M	6	Co	Eng	2	C	None	Ch		Fk	Fk	Coil	½El	R	Rod	HB	HS
Plute	91	40	715x115	4	58x95	2.28x3.74	61.1	2	L	4	Int	CI	CC	Spur	ThS	Splash	Solex	Grav	Bosch	M	12	MD	Eng	3	C	Fab	Sp	4.46	Sp	Sp	¼El	¼El	R	Rod	SN	W
Plute	101	41	715x115	4	60x95	2.36x3.74	65.5	2	L	4	Int	Al	CC	Heli	ThS	Press	Solex	Grav	Bosch	M	12	MD	Eng	3	C	Fab	Sp	5.27	Sp	Sp	½El	¼El	FR	Rod	SN	W
Presto	124	56	30x5.77	4	78x123	3.07x4.84	144	3	L	4	Sep	CI	CC	Spur	ThS	Press	Zenith	Vac	Eis	M	12	MD	Sep	4	R	Met	Sp	4.7	RR	Sp	½El	½El	FR	Rod	SN	W
Presto	130	56	30x5.77	6	72x107	2.83x4.21	159	8	I	6	Sep	CI	CC	Spur	Pump	Press	Zenith	Vac	Bosch	M	12	MD	Eng	3	C	Met	Sp	4.5	TT	TT	½El	½El	FR	Rod	SN	W
Protos	130	53	32x6.20	4	80x130	3.15x5.12	160	3	I	4	Sep	CI	CC	Chain	ThS	Press	Zenith	Vac	Bosch	M	12	Co	Sep	4	C	Met	Sp	4.54	Sp	TT	½El	½El	FR	Cab	WW	HS
Rumpler, front dr.	125	55	30x5.77	4	80x130	3.15x5.12	160	3	I	4	Sep	CI	CC	Chain	Pump	Press	Zenith	Grav	Bosch	M	12	MD	Eng	3	C	Met	Sp	4.00	RR	RR	Trans	Cant	FTR	Rod	SN	D
S. H. W., front dr.	118	53	730x130	2	74x120	2.91x4.72	63.0	2	L	1	Sep	Al	CC	Heli	Pump	Press	Pallas	Grav	Bosch	M	6	MD	Sep	4	C	Met	Sp		RR	RR	Coil	Coil	FR	Rod	SN	HS
Selve	128	53	775x145	4	83x110	3.25x4.33	144	3	L	4	Sep	CI	CC	Spur	ThS	Press	Zenith	Vac	Bosch	M	12	SP	Eng	3	C	Fab	Sp	4.6	RR	Sp	½El	¼El	FTR	Rod	SN	HS
Selve	128	53	30x5.77	6	71x120	2.79x4.72	173	7	L	6	Sep	CI	CC	Chain	Pump	Press	Zenith	Vac	Bosch	M	12	SP	Eng	3	C	Fab	Sp	4.6	RR	Sp	½El	¼El	FTR	Rod	SN	HS
Simson	118	52	765x105	4	71x128	2.79x5.04	123	3	I	4	Sep	Al	OH	Bevel	Pump	Press	Zenith	Vac	Bosch	M	12	SP	Eng	4	C	Met	Sp	4.2	TT	TT	½El	½El	FR	Rod	SN	W
Simson	138	56	33x6.20	6	76x115	2.99x4.53	191	4	I	6	Sep	Al	CC	Spur	Pump	Press	Zenith	Vac	Bosch	M	12	SP	Eng	3	C	Met	Sp	4.7	TT	TT	½El	½El	FR	Rod	SN	HS
Steiger	118	53	820x120	4	72x160	2.83x6.30	158	2	I	4	Sep	Al	OH	Bevel	Pump	Press	Zenith	Vac	Bosch	M	12	SP	Eng	4	C	Met	Sp	4.23	Sp	TT	½El	Cant	FTR	Rod	SN	W
Steiger	128	53	820x120	4	75x160	2.95x6.30	172	2	I	4	Sep	Al	OH	Bevel	Pump	Press	Zenith	Vac	Bosch	M	12	SP	Eng	4	C	Met	Sp	4.23	Sp	TT	½El	Cant	FTR	Rod	SN	W
Stoewer	116	52	31x5.25	4	78x120	3.07x4.72	140	3	L	4	Sep	CI	CC	Spur	Pump	Press	Zenith	Vac	Bosch	M	12	SP	Sep	4	C	Met	Sp	4.64	TT	TT	½El	½El	FR	Rod	SN	HS
Stoewer	131	54	33x6.20	6	78x118	3.07x4.64	207	4	L	6	Sep	CI	CC	Chain	Pump	Press	Zenith	Vac	Bosch	M	12	SP	Sep	4	C	Met	Sp	3.86	TT	TT	½El	½El	FR	Rod	WS	HS
Voran, front drive	102	47	715x115	4	60x96	2.36x3.74	65.5	2	L	4	Int	Al	CC	Spur	ThS	Splash	Solex	Grav	Bosch	M	6	MD	Eng	3	C	Met	Sp		RR	RR	¼El	½El	R	Rod	WS	D
Wanderer	110	49	730x130	4	67x110	2.63x4.33	94.8	3	I	4	Sep	Al	CC	Chain	Pump	Press	Pallas	Grav	Bosch	M	12	MD	Eng	3	C	Fab	Sp	5.3	Sp	TT	½El	½El	FR	Rod	SN	HS
AUSTRIAN																																				
Austro-Daimler	136	53	820x120	6	71x110	2.79x4.33	159	3	I	6	Int	Al	OH	Heli	Pump	Preas	Zenith	Vac	Bosch	M	12	SP	Eng	4	C	Met	Sp	4.58	TT	TT	½El	Cant	FR	Rod	SN	W
Austro-Daimler	137	56	820x120	6	76x110	2.99x4.33	178	3	I	6	Int	Al	OH	Heli	Pump	Press	Zenith	Vac	Bosch	M	12	SP	Eng	4	C	Met	Sp	4.58	TT	TT	½El	Cant	FR	Rod	SN	W
Austro-Daimler	137	55	895x135	6	85x129	3.34x5.12	269	4	I	6	Int	Al	OH	Heli	Pump	Press	Zenith	Vac	Bosch	M	12	MD	Eng	4	C	Met	Sp	3.7	TT	TT	½El	Cant	FTR	Rod	SN	W
Graef & Stift	145	57	895x135	6	95x140	3.74x5.51	353	7	I	6	Sep	CI	CC	Heli	Pump	Press	Zenith	Vac	Bosch	M	12	SP	Sep	4	C	Fab	Sp		TT	TT	½El	Cant	FR	Rod	SN	W
Graef & Stift	145	55	895x135	6	116x127	4.56x5 00	489	4	L	3	Sep	Al	CC	Heli	Pump	Press	Zenith	Vac	Bosch	M	12	Co	Sep	4	R	Met	Sp		TT	TT	½El	Cant	TR	Rod	SN	W
Graef & Stift	130	53	815x105	4	90x150	3.54x5.90	232	3	L	4	Sep	Al	CC	Heli	Pump	Press	Zenith	Vac	Bosch	M	12	Co	Sep	4	R	Met	Sp		TT	TT	½El	Cant	TR	Rod	SN	W
Graef & Stift	106	47	765x105	4	70x121	2.75x4.75	113	3	L	4	Sep	Al	CC	Heli	Pump	Press	Zenith	Vac	Bosch	M	12	Co	Eng	4	R	Met	Sp		TT	TT	½El	Cant	TR	Rod	WW	W
Perl	103	47	715x115	4	57x89	2.24x3.46	54.5	2	L	4	Sep	Al	CC	Spur	ThS	Press	Solex	Grav	Bosch	M	6	Co	Eng	3	C	Fab	Sp	5.54	Sp	Sp	¼El	¼El	R	Rod	SN	D
Steyr	118	50	775x145	6	62x89	2.42x3.46	95.5	3	I	6	Sep	CI	OH	Chain	Pump	Press	Zenith	Grav	Bosch	M	12	MD	Eng	4	C	Fab	Sp	5.5	RR	Sp	½El	Trans	FR	Rod	SN	D
Steyr	136	56	860x160	6	80x110	3.15x4.33	135	4	I	6	Sep	CI	OH	Bevel	Pump	Press	Pallas	Vac	Bosch	M	12	MD	Eng	4	C	Fab	Sp	4.15	TT	TT	½El	Cant	FR	Rod	SN	W
Steyr	131	56	835x135	6	88x110	3.46x4.33	244	4	I	6	Sep	Al	OH	Bevel	Pump	Press	Pallas	Vac	Bosch	M	12	MD	Eng	4	C	Fab	Sp	3.85	TT	TT	½El	Cant	FR	Rod	SN	W
CZECHO-SLOVAKIAN																																				
Skoda	116	49	760x90	4	65x110	2.56x4.33	89.2	2	Sl	4	Sep	CI	CC	Chain	ThS	Splash	Zenith	Vac	Bosch	M	12	MD	Eng	4	C	Fab	Sp		Sp	TT	½El	½El	FR	Rod	SN	W
Skoda	116	51	775x145	4	75x110	2.95x4.33	118	2	L	4	Sep	CI	CC	Heli	ThS	Splash	Zenith	Vac	Bosch	M	12	MD	Eng	4	R	Fab	Sp		Sp	TT	½El	½El	FRT	Rod	SN	A
Skoda	134	55	895x135	6	78x122	3.07x4.8	213	3	Sl	6	Sep	CI	CC	Chain	Pump	Splash	Zenith	Vac	Bosch	M	12	MD	Eng	4	C	Fab	Sp		Sp	TT	½El	½El	FRT	Rod	SN	A
Skoda	134	55	895x135	4	95x140	3.74x5.51	242	3	I	4	Sep	CI	CC	Heli	Pump	Splash	Zenith	Vac	Bosch	M	12	MD	Eng	4	C	Fab	Sp		Sp	TT	½El	½El	FRT	Rod	SN	A
Skoda	143	54	895x135	6	90x130	3.54x5.12	302	7	Sl	6	Sep	CI	CC	Chain	Pump	Splash	Zenith	Vac	Bosch	M	12	MD	Eng	4	C	Met	Sp		TT	TT	½El	½El	FRT	Rod	SN	W
Skoda	157	57	33x5″	6	100x140	3.94x5.51	403	7	I	6	Sep	Al	OH	Heli	Pump	Press	Zenith	Vac		B	12	SP	Eng	3	R	Met	Sp		TT	TT	½El	½El	FR	Cab	SN	W
Tatra	104	47	730x130	2	82x100	3.23x3.94	64.6	2	I	1	Sep	Al	CC	Spur	Fan	Pump	Zenith	Grav	Bosch	M	6	MD	Eng	4	C	None	Sp		RR	RR	Trans	Trans	R	Cab	SN	D
Tatra	143	55	895x135	6	90x140	3.54x5.51	325	4	I	6	Sep	Al	OH	Heli	Pump	Press	Zenith	Vac	Bosch	M	12	MD	Eng	4	C	None	Sp		RR	RR	½El	Trans	R	Cab	SN	HS
Walter	108	47	730x130	4	64x120	2.52x4.72	94.0	3	F	4	Sep	CI	CC	Heli	ThS	Press	Zenith	Vac	Bosch	M	12	MD	Sep	4	R	Met	Sp		TT	TT	½El	½El	R	Rod	WS	D
Walter	118	53	765x105	4	72x118	2.85x4.64	118	5	I	4	Sep	CI	CC	Heli	ThS	Press	Zenith	Vac	Bosch	M	12	MD	Sep	4	R	Met	Sp		TT	TT	½El	½El	R	Rod	WS	D
HUNGARIAN																																				
Magomibil	117	50	830x130	4	62x107	2.44x4.21	78.6	3	L	4	Sep	Al	CC	Spur	ThS	Press	Zenith	Grav	Bosch	M	12	MD	Eng	4	C	Met	Sp		TT	TT	½El	Cant	FR	Rod	SN	D

Statistically Speaking—

Just Among Ourselves

How It Feels to be a Poet Laureate

OFTEN have wondered what it must feel like to be a Poet Laureate. As we sit down to write this page we begin to get a glimmering. Not that we're aching to burst into prosody, but a Poet Laureate's chief job, if we understand it correctly, is writing what are technically known as "occasional poems." That means he must indite an appropriate verse every time a royal visitor lands on his shores, a sesqui-centennial is celebrated, the ruling monarch has a toothache or what have you. According to his mood and familiarity with the subject, he may turn out a masterpiece or a pot-boiler, the chances strongly favoring the latter. Writing a special "J. A. O." for this Statistical Issue is somewhat the same sort of job . . . . . but we thank heaven it doesn't have to rhyme.

* * *

A Production Guess in a Doggerel Dress

GUESSES on the output of our industry each year are the first and toughest things to get statistically clear. Our estimate a year ago came pretty fairly close, so this year we're emboldened to prepare another dose. Of total cars and trucks this year we think will be created a little more than millions four—and we'll all be elated. In statistics we've no standing, we're not Hayford, Scoville, Weaver; so if we find our guess is wrong, we'll just duck out and leave 'r. To figure where the automotive industry is bound, no statistician yet a satisfactory way has found. But every year as time goes on, the search becomes more eager, though pessimists have failed to stop the business growing bigger. And that's the reason why we always hesitate to guess—no matter what the general signs—that business may be less.

* * *

Same Producers Lead but Positions Change

BUT getting back to straight prose, the 10 leading producers were the same last year as in 1925. The order of the 10 names, however, was changed somewhat. The total number of cars produced by these 10 leaders in 1926 was about 3,361,500 or 66,900 more than in 1925. Last year these 10 largest producers built 85.7 per cent of the total car output of the industry; in 1925 they built 86.0 per cent, practically no change in proportion being recorded. Of the 10 leaders, seven built more cars in 1926 than in 1925; the other three recorded a production decrease. With the proportion of total output accounted for by the 10 leaders remaining about the same as in 1925, it would appear that last year showed a shift of business among the bigger companies, rather than a taking away of business by the big companies from the small. Analysis of the records of the smaller companies shows that some of them lost ground during 1926, to be sure, but some also made substantial gains.

* * *

Million-Dollar Automobile Advertisers

TWELVE national advertisers spent more than $1,000,000 each for magazine advertising last year, according to a recent issue of *The Advertisers' Weekly*. Three out of this dozen were automobile concerns, Chrysler, Willys-Overland and Dodge. Chrysler, eighth in the total list, lead the automotive group with an expenditure of $1,294,781 as against $463,842 in 1925 and $281,100 in 1924. Willys-Overland, with its $1,104,888 expenditure also went into the million-dollar class for the first time in 1926; in 1925 it spent $896,897 and in 1924, $859,850. Dodge spent $1,039,249 in 1926 and $784,078 and $641,600 in 1925 and 1924 respectively. Other automotive concerns in the list of 35 leading magazine advertisers included Chevrolet, Buick and Ford. Ford spent $418,550 in advertising last year despite the fact that he began to withdraw from advertising in July and took no space at all in the last four months of the year.

* * *

Best Advertised Cars Not Always Best Sellers

IT'S interesting to note that sales volume is not in direct proportion to national magazine advertising expenditure. Out of the 10 largest producers of automobiles in 1926, only five appear in the list of 35 leading national magazine advertisers and some of those not appearing in the list built and sold more automobiles than some of those who do. The constantly growing importance of the dealer as a factor in automotive marketing has caused many makers to give more attention in recent years to direct appeal to the dealer by means of trade papers, while local newspaper campaigns have taken an increasingly large proportion of some appropriations. Throughout the automotive field there is a rising tendency to study more carefully than ever before the efficiency and value of advertising expenditure.—N. G. S.

British Passenger Car Chassis

NAME	H. P.	Wheelbase (Ins.)	Truck (Ins.)	Tires (Ins.	Number of Cylinders	BORE AND STROKE		Piston Displacement (Cu. In.)	Valve Location	Cylinders Cast	Cylinders and Crankcase	Piston Material	CAMSHAFT		Water Circulation	Oiling System	FUEL SYSTEM		Current Source	TRANSMISSION				REAR AXLE				SPRINGS		BRAKES			Steering Gear Type	Wheels Type	Chassis Weight (Lbs.)
						M. M.	Ins.						Location	Drive			Carbureter Make	Fuel Feed		Clutch Type	Gearset: Location	Gearset: Forward Speeds	Lever Location	Universals Number and Type	Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Front	Rear	Hand	Foot	4-Wheel Brakes Type			
A. B. C.	12	102	47	28x3½	2	96x91	3.8x3.6	80	I...	1	Sep.	Al..	C.C..	He...	Air...	Spl...	Zen...	Grav..	M..	S.P...	Sep...	4	C..	1-Fab..	¾Fl..	Sp.B..	4.5	T.T.	T.T.	¼El..	¼El..	I.Rw.	E.Rw	.....	W.N..	Disk..	950
A. C.	12	95	45	27x4.4	4	69x100	2.7x3.7	91	L...	4	Int..	Al..	C.C..	Ch...	ThS...	PrCs..	Sol..?	Grav..	M..	S.P...	R.A..	3	R..	1-Met..	¾Fl..	Wo...	5	T.T.	T.T.	¼El..	¼El..	I.Rw.	I.Rw.	.....	Ca...	Disk..	1100
A. C.	16	117	45	27x4.4	6	65x100	2.55x3.9	122	I...	6	Int..	CI..	O.H..	Ch...	Pump.	PrCs..	Sol...	Vac..	M..	S.P...	R.A..	3	R..	1-Met..	¾Fl..	Wo...	4.5	T.T.	T.T.	¼El..	¼El..	I.Rw.	I.Fw.	D.M.	Ca...	Disk..	1350
Alvis	12	112	49	29x4.4	4	68x103	2.6x4	91	I...	4	Sep.	Al..	C.C..	He...	ThS...	PrCs..	Sol...	Grav..	M..	S.P...	Sep...	4	R..	2-Met..	F.F..	Sp.B.	4.8	Spr.	Spr.	½El..	½El..	I.Rw.	I.Fw.	D.M.	W.W.	Wire.	1900
Alvis	12	112	49	29x4.95	4	69x110	2.7x4.3	100	I...	4	Sep.	Al..	C.C..	He...	ThS...	PrCs..	Sol...	Grav..	M..	S.P...	Sep...	4	R..	2-Met..	F.F..	Sp.B.	4.8	Spr.	Spr.	½El..	½El..	I.Rw.	I.Fw.	D.M.	W.W.	H.S...	1850
Argyll	12	111	48	28x4.95	4	68x103	2.6x4	91	Sl..	4	Int..	CI..	C.C..	He...	ThS...	SpPr..	Sol...	Grav.	M..	S.P...	Eng..	4	R..	2-Fab..	F.F..	Sp.B.	4.5	Spr.	Spr.	½El..	½El..	I.Rw.	I.Rw.	Extra	Ca...	Disk..	1450
Argyll	13	111	48	28x4.95	4	71x103	2.8x4	99	Sl..	4	Int..	Al..	C.C..	He...	ThS...	SpPr..	Sol..	Grav.	M..	S.P...	Eng..	4	R..	2-Fab..	F.F..	Sp.B.	4.5	Spr.	Spr.	½El..	½El..	I.Rw.	I.Fw.	D.M.	Ca...	H.S...	1450
Armstrong Siddeley	12	114	56	29x4.95	4	76.101	3x4	113	I...	4	Int..	Al..	C.C..	Ch...	Pump.	PrCs..	Cla...	Grav.	M..	S.P...	T.T..	3	C..	1-Met..	½Fl..	Sp.B.	4.7	T.T.	T.T.	½El..	½El..	I.Rw.	I.Fw.	D.M.	Sp...	Disk..	1790
Armstrong Siddeley	18	120	56	31x3.25	6	73x114	2⅞x4½	175	I...	6	Int..	Al..	C.C..	Ch...	Pump.	PrCs..	Cla...	Grav.	M..	S.P...	T.T..	3	C..	1-Met..	½Fl..	Sp.B.	4.4	T.T.	T.T.	½El..	½El..	I.Rw.	I.Fw.	D.M.	W.W.	Disk..	2130
Armstrong Siddeley	18	129	56	31x3.25	6	73x114	2⅞x4½	175	I...	6	Int..	Al..	C.C..	Ch...	Pump.	PrCs..	Cla...	Grav.	M..	S.P...	T.T..	3	C..	1-Met..	½Fl..	Sp.B.	5.1	T.T.	T.T.	½El..	Cant.	I.Rw.	I.Fw.	D.M.	W.W.	Disk	2350
Armstrong Siddeley	30	136	56	36x5	6	90x133	3.5x5.25	302	I...	6	Sep.	Al..	C.C..	Ch...	Pump.	PrCs..	Cla...	Grav	M..	M.D.	T.T..	3	C..	1-Met..	½Fl..	Sp.B.	3.7	T.T.	T.T.	½El..	Cant.	I.Rw.	I.Fw.	D.M.	W.W.	Disk.	2800
Arrol Johnston	16	117	56	31x5.25	4	80x120	3.1x4.75	146	I...	4	Sep.	CI..	C.C..	Ch...	Pump.	PrCs..	.....	Vac..	M..	S.P.	Eng..	4	R..	1-Met..	F.F.	Sp.B	4.2	T.T.	T.T.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S..	2200
Arrol Johnston	20	126	56	32x4.75	4	90x130	3.5x5.1	200	L...	4	Sep.	CI..	C.C..	Ch...	Pump.	PrCs..	.....	Vac..	M..	S.P...	Eng..	4	R..	1-Met..	½Fl..	Sp.B	4.5	T.T.	T.T.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.S..	H.S..	2700
Ashton Evans	11	96	48	26x3	4	66x110	2.6x4.3	91	L...	4	Sep.	CI..	C.C..	Ch...	ThS...	PrCs..	Cox..	Grav.	M..	Co...	Sep..	3	C..	2-Fab..	F.F..	Sp.B	4	R.R	T.A.	Tran.	Tran.	I.Rw.	I.Rw.	.....	W.W.	H.S..	1150
Aster	21	135	56	33x6	6	75x115	2.9x4.5	185	I...	6	Sep.	Al..	C.C..	Ch...	Pump.	PrCs..	Zen...	Vac..	M..	D.P..	Eng..	4	R..	1-Met..	F.F..	Sp.B	4.2	T.T.	T.T.	½El.	Cant.	I.Rw.	I.Fw.	Servo.	W.W.	H.S..	2500
Aster	24	147	56	33x6.75	6	80x115	3.1x4.5	210	Sl..	6	Sep.	Al..	C.C..	Ch...	Pump.	PrCs..	Zen...	Vac..	M..	D.P..	Eng..	4	R..	1-Met..	F.F..	Sp.B	4.2	T.T.	T.T.	½El.	Cant.	I.Rw.	I.Fw.	Servo	W.W.	Wire..	2600
Aston Martin	11	107	50	28x3.5	4	66.5x107	2.6x4.2	90	L...	4	Sep.	CI..	C.C..	He...	Pump.	PrCs..	S.U..	Vac..	M..	M.D.	Sep..	4	R..	1-Met..	F.F..	Sp.B	4.5	T.T.	T.T.	½El.	½El.	I.Rw.	I.Fw.	D.M..	Ca...	Wire.	1680
Austin	7	75	40	26x3.5	4	56x76	2.2x3	45	L...	4	Sep.	Al..	C.C..	He...	ThS...	SpPr..	Zen...	Grav.	M..	S.P.	Eng..	3	C..	1-Met..	¾Fl.	Sp.B	4.9	T.T.	T.T.	Tran.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	Wire.	620
Austin	12	112	52	29x4.75	4	72x114.5	2½x4½	112	L...	4	Sep.	Al..	C.C..	Ch...	Pump.	PrCs..	Zen...	Vac..	M..	S.P.	Eng..	4	C..	F & M..	¾Fl.	Sp.B	5.1	Spr.	Spr.	½El.	½El.	E.Tr	I.Fw	D.M.	W.W.	H.S..	1400
Austin	20	130	56	33x5.25	4	95x127	3⅜x5	220	L...	4	Sep.	Al..	C.C..	Ch...	Pump.	PrCs..	Zen...	Vac..	M..	S.P.	Eng..	4	C..	F & M..	¾Fl.	Sp.B	3.9	Spr	Spr	½El.	½El.	E.Tr	I.Fw	D.M.	W.W.	H.S..	2240
Austin	20	136	56	33x5.25	6	79.5x114.5	3⅛x4½	207	L...	6	Sep.	Al..	C.C..	Ch...	Pump.	PrCs..	Zen...	Vac..	M..	S.P.	Eng..	4	C..	F & M..	¾Fl.	Sp.B	4.6	Spr.	Spr.	½El.	½El.	E.Tr.	I.Fw.	D.M.	W.W.	H.S..	2400
Angus Sanderson	14	124	56	32x4	4	76x127	3x5	140	L...	4	Int..	CI..	C.C..	He...	ThS...	SpPr..	Zen...	Grav.	M..	Co...	Sep..	3	C..	1-Met..	¾Fl.	St....	4.2	T.T.	T.T.	½El.	Cant.	I.Rw.	I.Fw.	D.M.	W.W.	H.S..	2240
Bayliss Thomas	10	108	52	27x4.4	4	63x100	2.5x3.9	76	I...	4	Sep.	CI..	C.C..	He...	ThS...	SpPr..	Zen...	Grav.	M..	Co...	Eng..	3	C..	2-Fab..	½Fl.	Sp.B	5	Spr.	Spr.	½El.	½El.	I.Rw.	I.Fw.	D.M.	Ca...	H.S..	1350
Bayliss Thomas	12	108	52	27x4.4	4	69x100	2.7x3.9	91	I...	4	Sep.	CI..	C.C..	He...	ThS...	SpPr..	Zen...	Grav.	M..	Co...	Eng..	3	C..	2-Fab..	½Fl.	Sp.B	4.5	Spr.	Spr.	½El.	½El.	I.Rw.	I.Fw.	D.M.	Ca...	H.S..	1400
Bean	12	105	49	28x4.95	4	69x120	2.7x4.7	108	L...	4	Int..	CI..	C.C..	Ch...	ThS...	PrCs..	Smi...	Vac..	M..	M.D.	Eng..	4	R..	2-Met..	¾Fl.	SpB	4.7	Spr.	Spr.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	H S..	1730
Bean	14	114	56	33x6	4	75x135	2.9x5.3	145	L...	4	Int..	CI..	C.C..	Ch...	Pump.	PrCs..	Smi...	Vac..	M..	M.D.	Eng..	4	R..	2-Met..	¾Fl.	Sp.B	4.7	Spr.	Spr.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S..	2020
Bean	18	122	56	33x6	6	69x120	2.7x4.75	164	I...	6	Sep.	CI..	C.C..	Ch...	Pump.	PrCs..	Zen...	Vac..	M..	S.P.	Eng..	4	R..	2-Met..	F.F..	Sp.B	4.7	Spr.	Spr.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.S..	H.S..	2240
Beardmore	16	126	55	33x6	4	80x120	3.1x4.75	145	L...	4	Sep.	Al..	C.C..	Ch...	Pump.	PrCs..	Zen...	Vac..	M..	S.P.	Sep..	4	R..	2-Fab..	F.F..	Sp.B.	4.8	Spr.	Spr.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.S..	H.S..	2460
Bentley	16	130	56	32x4.75	4	80x149	3.1x5.8	183	I...	4	Sep.	Al..	O.H..	Be...	Pump.	PrCs..	Smi...	Vac..	2 M	Co...	Sep..	4	R..	2-Met..	½Fl.	Sp.B.	Var.	Spr.	Spr.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	Wire.	2720
Bentley	38	144	56	33x6.75	6	100x140	3.9x5.5	402	I...	4	Int.	Al..	O.H..	§	Pump.	PrCs..	Smi...	Vac..	2 M	S.P.	Sep..	4	R..	2-Met..	½Fl.	Sp.B	Var.	Spr.	Spr.	½El.	½El.	I.Rw.	I.Fw.	D.M	W.W.	Wire.	3700
Beverley Barnes	16	126	56	31x5.25	8	80x108	2.36x4.25	148	I...	8	Sep.	Al..	O.H..	He...	Pump.	PrCs..	Str...	Vac..	B..	M.D.	Eng..	4	C..	1-Fab..	¾Fl.	Sp.B.	4.7	T.T.	T.T.	½El.	½El.	I.Rw.	I.Fw.	Vac..	W.W.	H.S..	2800
Beverley Barnes	32	150	58	36x5.25	8	80x120	3.1x4.75	297	I...	8	Sep.	Al..	O.H..	He...	Pump.	PrCs..	Str...	Vac..	K..	M.D.	Eng..	4	C..	1-Fab..	¾Fl..	Sp.B.	4.7	T.T.	T.T.	½El.	½El.	I.Rw.	I.Fw.	Vac..	W.W.	H.S..	3250
Briton	9	99	47	27x4.4	4	63x110	2.5x4.3	83	L...	4	Sep.	CI..	C.C..	Ch...	ThS...	SpPr.	Zen...	Grav.	M..	D.P...	Eng..	3	C..	2-Fab..	½Fl...	Wo...	4.4	Spr.	Spr.	½El.	½El.	I.Rw.	E.Tr	.....	W.W.	H.S..	1450
Briton	11	109	53	28x4.95	4	68x120	2.6x4.75	106	L...	2	Sep.	CI..	C.C..	Ch...	ThS...	SpPr.	Zen...	Grav.	M..	Co...	Sep..	3	C..	2-Fab..	½Fl..	Sp.B	4.1	Spr.	T.A.	½El.	½El.	I.Rw.	E.Tr	.....	W.W.	H.S..	1680
Brocklebank	15	116	56	30x5.25	6	63.5x108	2.5x4.25	125	I...	6	Int..	Al..	C.C..	Ch...	Pump.	PrCs..	Str...	Vac..	M..	S.P.	Eng..	3	C..	F & M..	½Fl..	Sp.B	4.7	Spr.	Spr.	½El.	½El.	I.Tr..	I.Fw	Hyd..	W.W.	Disk.	2650
Chambers	18	126	56	32x4.5	6	69x120	2.7x4.75	164	I...	6	Sep.	Al..	C.C..	Ch...	Pump.	PrCs..	Zen...	Vac..	M..	S.P...	Eng..	4	R..	1-Met..	¾Fl.	Wo...	4.3	T.T.	T.T.	½El.	¾El.	I.Rw.	I.Fw.	D.M.	Ca...	H.S..	2020
Charron Laycock	10	98	45	28x3.5	4	65x110	2.55x4.3	89	L...	4	Sep.	CI..	C.C..	He...	ThS...	PrCs..	Zen...	Vac..	M..	Co...	Sep..	4	R..	2-Fab..	F.F..	Sp.B.	4.5	Spr.	Spr.	½El.	½El.	I.Rw.	I.Rw.	.....	W.W.	H.S..	1350
Cluley	14	111	52	30x5.25	4	75x110	2.9x4.3	118	L...	4	Sep.	Al..	C.C..	St...	ThS...	PrCs..	Sol...	Vac..	M..	Co...	Sep..	4	R..	2-Fab..	F.F..	Sp.B.	4.8	Spr.	Spr.	½El.	½El.	I.Rw.	I.Fw.	D.M...	W.S..	H.S..	.....
Cluley	14	111	56	29x4.95	4	75x120	2.9x4.75	129	I...	4	Sep.	CI..	C.C..	He...	ThS...	PrCs..	Zen...	Vac..	M..	Co...	Eng..	4	R..	2-Fab..	¾Fl..	Sp.B.	4.6	Spr.	Spr.	½El.	½El.	I.Rw.	I.Fw.	D.M...	Ca...	H.S..	.....
Clyde	8	93	48	30x3½	2	82x95	3.2x3.75	61	L...	2	Sep.	CI..	C.C..	Ch...	ThS...	SpPr.	Zen...	Grav.	M..	Co...	T.T..	3	C..	1-Fab..	½Fl..	St....	..	T.T.	T.T.	½El.	½El.	I.Rw.	I.Rw.	.....	W.S..	H.S..	1120
Clyde	10	102	48	27x4.4	4	69x100	2.7x3.9	91	L...	4	Sep.	CI..	C.C..	Ch...	ThS...	SpPr.	Zen...	Grav.	M..	Co...	T.T..	3	C..	1-Fab..	½Fl..	Sp.B.	4.2	T.T.	T.T.	½El.	½El.	I.Rw.	I.Fw.	D.M...	W.S..	H.S..	1450
Clyno	11	105	48	27x4.4	4	66x100	2.6x3.9	83	L...	4	Int..	CI..	C.C..	Ch...	ThS...	SpPr.	Cox...	Grav.	M..	Co...	T.T..	3	R..	1-Fab..	½Fl..	Sp.B.	4.8	T.T.	T.T.	½El.	¼El.	I.Fw.	I.Fw.	D.M...	W.N..	H.S..	.....
Clyno	12	105	48	28x4.95	4	69x100	2.7x3.9	91	L...	4	Int..	CI..	C.C..	Ch...	ThS...	SpPr.	Cox...	Grav.	M..	Co...	T.T..	3	R..	1-Fab..	½Fl..	Sp.B.	4.8	T.T.	T.T.	½El.	¼El.	I.Fw.	I.Fw.	D.M...	W.N..	H.S..	.....
Crossley	14	112	54	29x4.95	4	80x120	3.1x4.75	146	L...	4	Int..	Al..	C.C..	Ch...	ThS...	PrCs.	Sol...	Grav.	M..	S.P...	Eng..	3	C..	2-Fab..	½Fl..	Sp.B.	4.3	Spr.	Spr.	½El.	½El.	I.Tr..	I.Fw.	D.M...	W.W.	H.S..	2020
Crossley	18	137	56	32x5.25	6	69x120	2.7x4.75	164	I...	6	Sep.	Al..	C.C..	Ch...	Pump.	PrCs.	Smi...	Vac..	M..	S.P...	Eng..	4	R..	2-Fab..	½Fl..	Sp.B.	5	Spr.	Spr.	½El.	½El.	I.Rw.	I.Rw.	D.M...	W.W.	H.S..	2500
Daimler	16	117	52	31x5.25	6	65x94	2.55x3.7	114	Sl..	3	Sep.	Al..	C.C..	Ch...	Pump.	PrCs..	Own...	Vac..	K..	S.P...	Eng..	3	C..	2-Met..	½Fl..	Wo...	5.4	Spr.	Spr.	½El.	½El.	I.Tr..	I.Fw.	Vac..	Ca...	Wire.	.....
Daimler	20	133	54	33x6	6	73.5x104	2.89x4.1	161	Sl..	3	Sep.	Al..	C.C..	Ch...	Pump.	PrCs..	Own...	Vac..	K..	S.P.	Sep..	4	C..	2-Met..	½Fl..	Wo...	5.4	Spr.	Spr.	½El.	½El.	I.Tr..	I.Fw.	Vac..	W.W.	Wire.	.....
Daimler	25	142	54	33x6	6	81.5x114	3.2x4.5	207	Sl..	3	Sep.	Al..	C.C..	Ch...	Pump.	PrCs..	Own...	Vac..	K..	S.P.	Sep..	4	C..	2-Met..	½Fl..	Wo...	4.8	Spr.	Spr.	½El.	½El.	I.Tr..	I.Fw.	Vac..	W.W.	Wire.	.....
Daimler	35	148	56	33x6.75	6	97x130	3.8x5.1	352	Sl..	3	Sep.	Al..	C.C..	Ch...	Pump.	PrCs..	Own...	Vac..	K..	S.P.	Sep..	4	C..	2-Met..	½Fl..	Wo...	3.7	Spr.	Spr.	½El.	½El.	I.Tr..	I.Fw.	Vac..	W.W.	Wire.	.....
Daimler	50	156	60	33x6.75	12	81.5x114	3.2x4.5	434	Sl..	3	Sep.	Al..	C.C..	Ch...	Pump.	PrCs..	Own...	Vac..	K..	S.P.	Sep..	4	C..	2-Met..	½Fl..	Wo...	4.3	Spr.	Spr.	½El.	½El.	I.Tr..	I.Fw.	Vac..	W.W.	Wire.	.....
Fraeyer Nash	12	105	43	28x3	4	69x100	2.7x3.9	91	L...	4	Sep.	Al..	C.C..	Ch...	ThS...	PrCs.	Sol...	Grav.	M..	D.P...	Sep..	3	R..	M & F.	½Fl..	Ch...	4	R R	T.A.	¼El..	¼El..	I.Rw.	I.Rw.	.....	Be...	Wire.	1120
Galloway	12	114	56	29x4.95	4	69.5x110	2.75x4.3	102	I...	4	Sep.	CI..	C.C..	Ch...	Pump.	PrCs.	.....	Vac..	M..	S.P.	Eng..	4	R..	1-Met..	F.F..	Sp.B.	4.9	T.T.	T.T.	½El..	¼El.	I.Rw.	I.Fw.	D.M..	W.W.	H.S..	1570
Gillett	8	100	47	26x3.5	4	57x100	2.25x3.9	61	I...	4	Int..	CI..	C.C..	He...	ThS...	PrCs.	Zen...	Grav.	B..	M.D.	Eng..	3	C..	2-Fab..	.....	Sp.B.	4.4	Spr.	T.A.	¼El..	¼El.	I.Rw.	I.Fw.	D.M..	Sp...	H.S..	1230
G. W. K.	11	111	48	27x4.4	4	66x1000	2.6x3.9	83	L...	4	Int..	CI..	C.C..	Ch...	ThS...	Spl...	Cox...	Grav.	M..	Fr...	.....	..	R..	2-Fab..	F.F..	Sp.B.	4.2	Spr.	Spr.	¼El..	¼El.	I.Tr..	I.Fw.	D.M..	Sp...	Wire.	1340
Gwynne	8	96	46	27x4.4	4	57x100	2.25x3.9	61	I...	4	Sep.	Al..	C.C..	He...	ThS...	PrCs.	S.U..	Grav.	M..	Co...	T.T..	3	C..	1-Fab..	½Fl..	Sp.B.	5	T.T.	T.T.	½El.	½El.	I.Rw.	I.Rw.	D.M...	W.W.	H.S..	1150
Hampton	12	111	52	28x4.95	4	69x100	2.7x3.9	91	I...	4	Sep.	CI..	C.C..	He...	ThS...	PrCs.	Zen...	Grav.	M..	S.P...	Eng..	4	R..	2-Fab..	F.F..	Sp.B.	4.5	Spr.	Spr.	½El.	½El.	I.Rw.	I.Fw.	D.M...	W.S..	H.S..	1180
H. E.	14	115	50	32x4.75	4	75x120	2.9x4.7	129	L...	4	Sep.	Al..	C.C..	Ch...	ThS...	SpPr.	Sol...	Vac..	B..	M.D.	Sep..	4	R..	1-Met..	¾Fl..	Wo...	4.2	T.T.	T.T.	½El.	¾El.	I.Rw.	I.Fw.	D.M...	W.N..	Wire.	2300
Hillman	14	112	52	30x4.95	4	72x120	2.8x4.7	119	L...	4	Int..	Al..	C.C..	Ch...	ThS...	PrCs.	Zen...	Vac..	M..	S.P...	Eng..	4	R..	2-Fab..	¾Fl..	Sp.B.	4.8	Spr.	Spr.	½El.	½El.	I.Rw.	I.Fw.	D.M...	W.W.	H.S..	1900
Horstmann	12	115	56	28x4.95	4	69x100	2.7x3.9	91	L...	4	Sep.	Al..	C.C..	St...	ThS...	PrCs.	Cox...	Grav.	M..	S.P...	Eng..	4	R..	1-Fab..	½Fl..	Sp.B.	5	Spr.	Spr.	½El.	¼El.	I.Rw.	I.Fw.	Hyd..	Be...	Disk..	1680
Humber	9	102	48	27x4.4	4	58x100	2.3x4.9	64	F...	4	Sep.	Al..	C.C..	He...	ThS...	SpPr.	Cox...	Vac..	M..	Co...	Eng..	3	R..	2-Fab..	½Fl..	Sp.B.	4.9	Spr.	Spr.	½El.	½El.	E.Rw	E.Tr.	.....	W.W.	H.S..	1230
Humber	14	116	58	30x4.75	4	75x116	2.9x4.55	125	F...	4	Sep.	Al..	C.C..	He...	ThS...	PrCs.	Cox...	Vac..	M..	Co...	Sep..	4	R..	F & M..	½Fl..	Sp.B.	4.8	Spr.	Spr.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S..	2160
Humber	16	126	57	31x5.25	4	80x140	3.1x5.5	171	F...	4	Sep.	Al..	C.C..	Ch...	Pump.	PrCs.	Cox...	Vac..	M..	Co...	Sep..	4	R..	F & M..	½Fl..	Sp.B	4.3	Spr	Spr	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S..	2690

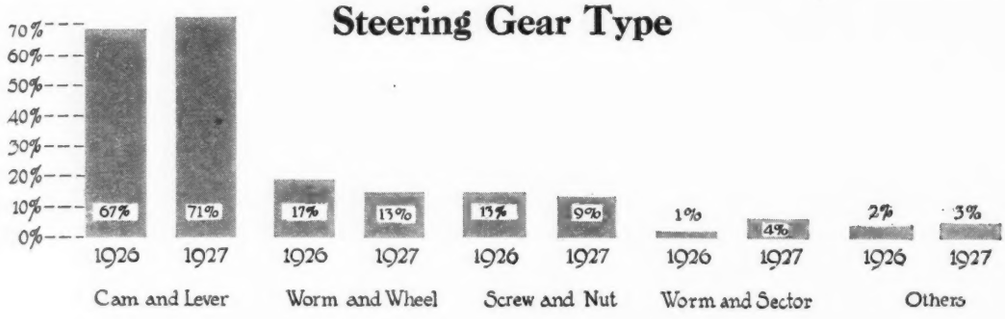
Humber	20	126	57	31x5.25	6	75x116	2.9x4.55	187	F	6	Sep.	Al	C.C.	He	Pump	PrCs	Cox	Vac	M	Co	Sep	4	R	F & M	½Fl	Sp.B	4.6	Spr	Spr	½El	½El	I.Rw	I.Fw	D.M	W.W	H.S	2740
Invicta	20	120	52	28x4.95	6	72.5x120	2.85x4.75	181	I	6	Sep.	Al	C.C.	Ch	Pump	PrCs	Sol	Vac	M	S.P	Eng	4	R	2-Fab	½Fl	Sp.B	3.9	Spr	Spr	½El	½El	I.Rw	I.Fw	D.M	Ca	Wire	1970
Jowett	7	102	45	27x4.4	2	75.4x101.5	3x4	55	L	1	Sep.	CI	C.C.	St	ThS	PrCs	Zen	Grav	M	Co	Eng	3	R	2-Fab	½Fl	Sp.B	4.6	Spr	Spr	½El	½El	E.Rw	E.Tr		Sp	H.S	760
Lagonda	14	120	54	30x4.75	4	72x120	2.8x4.7	119	I	4	Int.	Al	O.H	Ch	Pump	PrCs		Vac	M	S.P	Sep	4	R	2-Met	½Fl	Sp.B		Spr	Spr	½El	½El	I.Rw	I.Fw	D.M	Ca	H.S	2120
Lagonda	16	129	56	31x5.25	6	65x120	2.55x4.7	145	I	6	Int.	Al	C.C	He	ThS	PrCs		Vac	M	S.P	Sep	4	R	2-Met	½Fl	Sp.B		Spr	Spr	½El	½El	I.Rw	I.Fw	D M	Ca	H.S	2240
Lanchester	21	133	54	31x5.25	6	78.7x114	3.1x4.5	191	I	6	Sep.	Al	O.H	Wo	Pump	PrCs	Smi	Vac	M	S.P	Eng	4	R	1-Met	¾Fl	Wo	4.9	T.T	T.T	½El	Cant	I.Rw	I.Fw	D.M	W.N	Disk	2910
Lanchester	40	150	58	33x6.75	6	102x127	4x5	376	I	3	Sep.	Al	O.H	Wo	Pump	PrCs	Smi	Vac	K	S.P	Eng	3	R	1-Met	F.F	Wo	3.7	T.T	T.T	½El	Cant	I.Rw	I.Fw	Hyd	W.N	Disk	3700
Lea-Francis	10	105	45	27x4.4	4	63x100	2.5x3.9	76	I	4	Sep.	CI	C.C	He	ThS	SpPr	Sol	Grav	M	Co	Eng	4	R	2-Fab	½Fl	Sp.B	4.7	Spr	T.A	½El	¼El	I.Tr	I.Fw	D.M	W.W	Disk	1220
Lea-Francis	12	105	46	27x4.4	4	69x100	2.7x3.9	91	I	4	Sep.	Al	C.C	He	ThS	PrCs	Sol	Grav	M	Co	Eng	4	R	2-Fab	½Fl	Sp.B	4.7	Spr	T.A	½El	¼El	I.Tr	I.Fw	D.M	W.W	Wire	1350
Lea-Francis	14	117	52	28x4.95	6	60x100	2.3x3.9	103	I	6	Sep.	Al	2 O.H	Ch	ThS	PrCs	Sol	Vac	M	S.P	Eng	4	R	2-Met	½Fl	Sp.B	4.5	Spr	Spr	½El	½El	I.Rw	I.Fw	Vac	Ca	Wire	2000
Morris-Cowley	12	105	48	27x4.4	4	69x102	2.7x4	94	L	4	Int.	Al	C.C	He	ThS	SpPr	Smi	Grav	M	M.D	Eng	3	C	1-Met	¾Fl	Sp.B	4.7	T.T	T.T	½El	½El	I.Rw	I.Fw	D.M	W.W	H.S	.....
Morris-Oxford	14	107	48	28x4.95	4	75x102	2.9x4	110	L	4	Int.	Al	C.C	He	ThS	SpPr	Smi	Grav	M	M.D	Eng	3	C	1-Met	¾Fl	Sp.B	4.7	T.T	T.T	½El	½El	I.Rw	I.Fw	D.M	W.W	H.S	.....
Morris-Oxford	16	114	56	31x5.25	4	80x125	3.1x4.9	152	L	4	Int.	Al	C.C	He	Pump	SpPr	Smi	Grav	M	M.D	Eng	4	C	1-Met	¾Fl	Sp.B	3.5	T.T	T.T	½El	½El	I.Rw	I.Fw	D.M	W.W	H.S	.....
Rhode	11	108	51	27x4.4	4	66x90	2.5x3.5	75	I	4	Int.	Al	C.C	He	ThS	SpPr	Cox	Grav	M	S.P	Eng	3	C	1-Met	½Fl	Sp.B	4.8	T.T	T.T	½El	¼El	E.Tr	I.Fw	D.M	W.W	H.S	1450
Riley	9	106	48	27x4.4	4	60.3x95.2	2.4x3.75	66	I	4	Sep.	Al	C.C	He	ThS	PrCs		Grav	M	Co	Eng	4	R	1-Met	½Fl	Sp.B		T.T	T.T	½E	½El	I.Rw	I.Fw	D.M	W.W	H.S	1200
Riley	11	108	52	27x4.4	4	65x8x110	2.5x4.3	91	L	4	Sep.	Al	C.C	Ch	ThS	SpPr		Grav	M	Co	Sep	4	R	2-Fab	½Fl	Sp.B	4.7	Spr	Spr	½El	½El	I.Rw	I.Fw	D.M	W W	H.S	1680
Riley	12	114	52	29x4.95	4	69x110	2.7x4.3	100	L	4	Sep.	Al	C.C	Ch	ThS	SpPr		Grav	M	Co	Sep	4	R	2-Fab	½Fl	Sp.B	5	Spr	Spr	½El	½El	I.Rw	I.Fw	D.M	W.W	H.S	1840
Rolls Royce	20	129	56	32x4.5	6	76x114	3x4.5	192	I	6	Sep.	Al	C.C	He	Pump	PrCs	Own	Vac	K	S.P	Eng	4	R	2-Met	F.F	Sp.B	4.6	Spr	Spr	½El	½El	I.Rw	I.Fw	Servo	W.N	Wire	2500
Rolls Royce	40	144	57	33x5	6	112x140	4.25x5.5	470	I	6	Sep.	Al	C.C	He	Pump	PrCs	Own	Vac	K	S.P	Sep	4	R	1-Met	F.F	Sp.B	3.4	T.T	T.T	½El	Cant	I.Rw	I.Fw	Servo	W.N	Wire	4000
Rover	9	104	48	27x4.4	4	60x95	2.3x3.7	65	I	4	Sep.	Al	C.C	Ch	ThS	PrCs	Smi	Grav	M	S.P	Eng	3	C	F & M	½Fl	Wo	5.2	R. R	T.A	½El	½El	I.Rw	I.Fw	D.M	W.W	Disk	1200
Rover	14	120	54	32x5.25	4	75x120	2.9x4.75	130	I	4	Sep.	Al	O.H	Wo	Pump	PrCs		Vac	M	S.P	Eng	4	R	1-Met	¾Fl	Sp.B	5	T.T	T.T	½El	½El	I.Rw	I.Fw	D.M	W.S	H.S	2130
Rover	16	120	56	32x5.25	4	80x120	3.1x4.75	146	I	4	Sep.	Al	O.H	Wo	Pump	PrCs		Vac	M	S.P	Eng	4	R	1-Met	¾Fl	Sp.B	5	T.T	T.T	½El	½El	I.Rw	I.Fw	D.M	W.S	H.S	2200
Seabrook	12	105	48	28x4.95	4	69x100	2.7x3.9	91	I	4	Sep.	Al	C.C	He	ThS	SpPr	Zen	Grav	M	Co	Eng	4	R	1-Met	½Fl	Sp.B	4.3	T.T	T.T	½El	Cant	I.Rw	I.Fw	D.M	W.W	H.S	1320
Seaton Petter	10	102	56	30x3.5	2	89x106	3.5x4.1	80	V	2	Int.	Al			ThS	Fuel	Cox	Grav	M	S.P	Eng	3	C	2-Met	½Fl	Sp.B	4.9	Spr	T.A	¼El	¼El	E.Tr	I.Rw		Ca	H.S	1350
Singer	8	90	42	27x4.4	4	56x86	2.2x3.4	52	I	4	Int.	Al	O.H	Ch	ThS	Spl		Grav	M	Co	Eng	3	C	1-Met	½Fl	Sp.B	5	T.T	T.T	¼El	¼El	I.Rw	I.Rw		Sp	Disk	896
Singer	10	103	48	28x4.95	4	63x105	2.5x4.1	79	I	4	Int.	CI	C.C	He	ThS	Spl	Sol	Vac	M	S.P	Eng	3	C	2-Fab	½Fl	Sp.B	5	Spr	T.A	½El	¼El	I.Rw	I.Fw		Sp	H.S	1290
Singer	14	114	51	29x4.95	6	63x95	2.5x3.7	108	I	6	Int.	CI	C.C	He	Pump	Spl	Sol	Vac	M	S.P	Eng	3	R	2-Fab	½Fl	Sp.B	5	Spr	T.A	½El	¼El	I.Rw	I.Fw	Vac	Sp	H.S	1620
Standard	14	116	56	29x4.95	4	75x110	2.9x4.3	118	I	4	Int.	Al	C.C	Ch	Pump	PrCs	Zen	Vac	M	D.P	Sep	3	R	2-Fab	½Fl	Wo	4.6	Spr	Spr	½El	½El	I.Rw	I.Fw	D.M	W.W	H.S	1680
Standard	18	122	56	31x5.25	6	68x102	2.7x4	134	I	6	Int.	Al	C.C	Ch	Pump	PrCs		Vac	M	D.P	Sep	3	R	2-Fab	½Fl	Wo	4.6	Spr	Spr	½El	½El	I.Rw	I.Fw	Vac	W.W	H.S	1750
Star	12	112	56	27x4.4	4	69x130	2.7x5.1	118	I	4	Sep.	Al	C.C	He	Pump	Spl		Vac	M	D.P	Eng	4	R	2-Fab	½Fl	Sp.B	4.8	Spr	Spr	½El	½El	I.Fw	I.Fw	D.M	W.W	H.S	1800
Star	14	112	56	27x4.4	4	73x130	2.8x5.1	132	L	4	Sep.	Al	C.C	He	ThS	Spl		Grav	M	S.P	Eng	4	C	2-Fab	½Fl	Sp.B	4.8	Spr	Spr	½El	½El	I.Fw	I.Fw	D.M	W.W	H.S	1800
Star	14	120	56	27x4.4	4	75x120	2.9x4.75	129	I	4	Sep.	Al	C.C	He	Pump	SpPr		Vac	M	D.P	Eng	4	R	2-Fab	½Fl	Sp.B	4.8	Spr	Spr	½El	½El	I.Fw	I.Fw	D.M	W.W	H.S	1960
Star	20	120	56	31x5.25	6	73x130	2.8x5.1	199	L	6	Sep.	Al	C.C	He	Pump	SpPr		Vac	M	S.P	Eng	4	C	2-Fab	½Fl	Sp.B	4	Spr	Spr	½El	½El	I.Fw	I.Fw	D.M	W.W	H.S	2550
Star	20	135	56	31x5.25	6	75x120	2.9x4.75	194	I	6	Sep.	Al	C.C	He	Pump	SpPr		Vac	M	D.P	Eng	4	R	2-Fab	½Fl	Sp.B	4.8	Spr	Spr	½El	½El	I.Fw	I.Fw	D.M	W.W	H.S	2600
Stringer	9	106	48	28x3.5	4	60x95	2.3x3.7	65	L	4	Int.	CI	C.C	Ch	ThS	Spl	Zen	Grav	M	Co	Sep	3	R	1-Fab	½Fl	St	4.3	T.T	T.T	¼El	¼El	I.Rw	E.Rw		W.W	Disk	1460
Stringer	11	106	48	28x3.5	4	67x95	2.6x3.7	81	L	4	Int.	CI	C.C	Ch	ThS	Spl	Zen	Grav	M	Co	Sep	3	R	1-Fab	½Fl	St	4.3	T.T	T.T	¼El	¼El	I.Rw	E.Rw		W.W	Disk	1460
Sunbeam	16	123	55	32x4.25	6	67.5x95	2.6x3.7	125	I	6	Sep.	Al	C.C	He	Pump	PrCs	Cla	Vac	B	S.P	Eng	4	R	1-Met	½Fl	Sp.B	5.3	T.T	T.T	½El	Cant	I.Rw	I.Fw	D.M	W.N	H.S	.....
Sunbeam	20	124	55	31x5.25	6	75x110	2.9x4.3	176	I	6	Sep.	Al	C.C	Ch	Pump	PrCs	Cla	Vac	M	S.P	Eng	4	R	1-Met	½Fl	Sp.B	4.7	T.T	T.T	½El	Cant	I.Rw	I.Fw	D.M	W.N	Wire	.....
Sunbeam (High Efficiency)	20	130	55	31x5.25	6	75x110	2.9x4.3	176	I	6	Sep.	Al	O.H	Ch	Pump	PrCs	Cla	Vac	M	S.P	Eng	4	R	1-Met	½Fl	Sp.B	4.5	T.T	T.T	½El	Cant	I.Rw	I.Fw	D.M	W.N	Wire	.....
Sunbeam	25	137	57	33x6	6	80x120	3.1x4.75	220	I	6	Sep.	Al	C.C	Ch	Pump	PrCs	Cla	Vac	M	S.P	Eng	4	R	1-Met	½Fl	Sp.B	4.5	T.T	T.T	½El	Cant	I.Rw	I.Fw	D.M	W.N	Wire	.....
Sunbeam	30	137	57	33x6	8	80x120	3.1x4.75	294	I	8	Sep.	Al	C.C	He	Pump	PrCs	Cla	Vac	M	S.P	Eng	4	R	1-Met	F.F	Sp.B	4	T.T	T.T	½El	Cant	I.Rw	I.Fw	D.M	W.N	Wire	.....
Sunbeam	35	147	59	35x6.75	8	85x120	3.3x4.75	332	I	8	Sep.	Al	C.C	He	Pump	PrCs	Cla	Vac	M	S.P	Eng	4	R	1-Met	F.F	Sp.B	4.7	T.T	T.T	½El	Cant	I.Rw	I.Fw	Servo	W.N	H.S	.....
Surrey	10	108	49	28x3	4	63x100	2.5x3.9	76	I	4	Sep.	Al	C.C		ThS	SpPr	Zen	Grav	M	Co	Eng	3	R	2-Fab		Sp.B		Spr	Spr	½El	½El	I.Rw	I.Rw	D.M	W.W	Disk	1200
Surrey	12	108	49	28x3	4	69x100	2.7x3.9	91	I	4	Sep.	Al	C.C		ThS	SpPr	Zen	Grav	M	Co	Eng	4	R	2-Fab		Sp.B		Spr	Spr	½El	½El	I.Rw	I.Fw	D.M	W.W	Disk	1240
Surrey	19	111	56	29x4.95	6	69.8x95.2	2.8x3.75	133	L	6	Sep.	Al	C.C		Pump	PrCs	Zen	Grav	M	S.P	Eng	3	C	2-Fab		Sp.B		Spr	Spr	½El	½El	I.Rw	I.Fw	D.M	W.W	H.S	1450
Swift	10	99	46	27x4.4	4	62.5x97	2.5x3.8	72	L	4	Int.	Al	C.C	He	ThS	PrCs	Sol	Grav	M	S.P	Eng	3	R	2-Fab	½Fl	Sp.B	5.2	T.A	T.A	½El	¼El	I.Fw	I.Fw	D.M	W.N	H.S	1200
Swift	14	114	52	29x4.95	4	72x120	2.8x4.75	119	L	4	Int.	Al	C.C	He	ThS	PrCs	Sol	Grav	M	S.P	Eng	4	R	1-Met	½Fl	Sp.B	5.2	T.A	T.A	½El	½El	I.Fw	I.Fw	D.M	W.N	H.S	1800
Talbot	14	120	55	30x4.75	6	61x95	2.4x3.7	102	I	6	Int.	Al	C.C	He	ThS	PrCs	Smi	Vac	B	S.P	Eng	4	R	1-Met	½Fl	Sp.B	5.9	T.T	T.T	½El	¼El	I.Rw	I.Fw	D.M	W.N	H.S	1750
Talbot	20	135	55	32x4.75	6	75x110	2.9x4.3	176	I	6	Int.	Al	C.C	Ch	Pump	PrCs	Cla	Vac	M	S.P	Eng	4	R	1-Met	½Fl	Sp.B	5	T.T	T.T	½El	Cant	I.Rw	I.Fw	D.M	W.N	Wire	2200
Triumph	15	112	56	31x5.25	4	77.5x115	3x4.5	132	L	4	Int.	Al	C.C	Ch	Pump	PrCs	Zen	Vac	M	S.P	Eng	3	C	2-Fab	½Fl	Sp.B	5.1	Spr	Spr	½El	½El	I.Tr	I.Fw	Hyd	Ca	H.S	1900
Trojan	10	96	48	28x3.5	*4	63.5x117.5	2.5x4.6	90	V	4	Int.	CI			ThS	PrCs	Ama	Grav	B		Sep	2	R		½Fl	Ch	4	Spr	Spr	Cant	Cant	E.Tr	I.Rw		Sp	Disk	1100
Turner	12	108	48	24x3.5	4	69x100	2.7x3.9	91	L	4	Sep.	CI	C.C	He	ThS	SpPr	Zen	Grav	M	S P	Eng	3	O	2-Fab	½Fl	Sp.B	4.3	R R	T.A	½El	¼El	I.Rw	I.Rw		W.W	H.S	1350
Vauxhall	14	117	55	31x5.25	4	75x130	2.9x5.1	140	L	4	Sep.	Al	C.C	St	Pump	PrCs	Zen	Vac	M	S.P	Eng	4	R	2-Met	½Fl	Sp.B	4.5	Spr	Spr	½El	Cant	I.Rw	I.Fw	D.M	W.S	Wire	2100
Vauxhall	25	136	58	33x6.75	6	81.5x124	3.2x4.8	236	Sl	6	Sep.	Al	C.C	He	Pump	PrCs	S.U	Vac	M	M.D	Sep	4	R	2-Met	½Fl	Sp.B	4	Spr	T.A	½El	½El	I.Rw	I.Fw	Hyd	W.W	Wire	3700
Vauxhall	30	118	54	32x4.5	4	98x140	3.8x5.5	259	I	4	Sep.	Al	C.C	Ch	Pump	PrCs	Zen	Vac	M	M.D	Sep	4	R	2-Met	½Fl	Sp.B	3.3	Spr	T.A	½El	½El	I.Rw	I.Fw	Hyd	W.W	Wire	2800
Vulcan	12	110	46	28x4.95	4	69x120	2.7x4.75	109	I	4	Sep.	Al	C.C	He	ThS	PrCs	Zen	Vac	M	Co	Eng	4	R	1-Met	½Fl	Wo	4.8	T.T	T.T	½El	Cant	I.Rw	I.Fw	D.M	Ca	Wire	1430
Vulcan	14	110	56	31x4	4	75x120	2.9x4.75	129	I	4	Sep.	CI	C.C	He	ThS	PrCs	Zen	Vac	M	Co	Eng	4	R	1-Met	½Fl	Wo	4.6	T.T	T.T	½El	Cant	I.Rw	I.Fw	D.M	Ca	H.S	1680
Vulcan	14	112	46	28x4.95	6	60x100	2.3x3.9	103	I	6	Sep.	Al	O.H	Ch	ThS	PrCs	Sol	Grav	M	S.P	Eng	4	R	1-Met	½Fl	Wo	5.2	T.T	T.T	½El	¼El	I.Rw	I.Fw	Vac	Ca	H.S	1400
Vulcan	14	117	52	28x4.95	6	60x100	2.3x3.9	103	I	6	Sep.	Al	2 O.H	Ch	ThS	PrCs	Sol	Vac	M	S.P	Eng	4	R	1-Met	½Fl	Sp.B	5	T.T	T.T	½El	½El	I.Rw	I.Fw	Vac	Ca	Wire	1570
Waverley	7	97	45	26x3.5	2	75x102	2.9x4	55	L	1	Sep.	CI	C.C	St	Pump	Spl		Grav	B	Fr			R			Sp.B		Spr	Spr	¼El	½El	I.Rw	I.Fw	D.M	Sp	Wire	670
Waverley	16	120	51	31x5.25	6	65x100	2.55x3.9	121	I	6	Sep.	Al	C.C	He	Pump	PrCs		Vac	M	Co	Eng	4	R	2-Fab		Sp.B		Spr	Spr	½El	¼El	I.Rw	I.Fw	D.M	W.W	H.S	2100
Whitlock	20	124	52	31x5.25	6	72.5x120	2.85x.75	164	I	4	Sep.	Al	C.C	Ch	Pump	PrCs	Sol	Vac	M	S.P	Eng	4	R	2-Met	½Fl	Sp.B	4.5	R.R	T.A	½El	½El	I.Rw	I.Fw	Vac	Ca	Wire	2240
Windsor	10	108	48	28x3.5	4	65x102	2.55x4	82	I	4	Int.	CI	C.C	He	ThS	PrCs	Zen	Vac	M	S.P	Eng	4	R	2-Fab	½Fl	Sp.B	4.5	Spr	Spr	½El	½El	I.Rw	I.Fw	D.M	W.W	H.S	1100
Wolseley	11	105	50	28x4.95	4	65x95	2.55x3.7	77	I	4	Int.	Al	O.H	Sp	ThS	Spl	S.U	Grav	M	S.P	R.A	3	R	1-Met	½Fl	Wo	5.2	Sp	T.T	¼El	¼El	I.Rw	I.Fw	D.M	W.W	H.S	1350
Wolseley	16	117	56	30x4.95	6	65x101	2.55x4	122	I	6	Int.	Al	O.H	Sp	ThS	PrCs	S.U	Vac	M	S.P	Eng	4	C	2-Fab	½Fl	Sp.B	5	Spr	Spr	½El	½El	I.Rw	I.Fw	D.M	W.W	H.S	1850
Wolseley	16	118	52	31x5.25	4	80x130	3.1x5.1	159	L	4	Sep.	Al	C.C	Ch	Pump	Spl	Sol	Vac	M	M.D	Sep	4	R	1-Met	¾Fl	Wo	5.2	Spr	T.T	¼El	½El	I.Rw	I.Fw	D.M	W.W	H.S	2320
Wolseley	24	137	56	32x4.5	6	80x130	3.1x5.1	238	L	6	Sep.	Al	C.C	Ch	Pump	Spl	S.U	Vac	M	M.D	Sep	4	R	2-Met	¾Fl	Sp.B	4.7	Spr	T.A	½El	Cant	I.Rw	I.Fw	D.M	W.S	H.S	3360

ABBREVIATIONS:

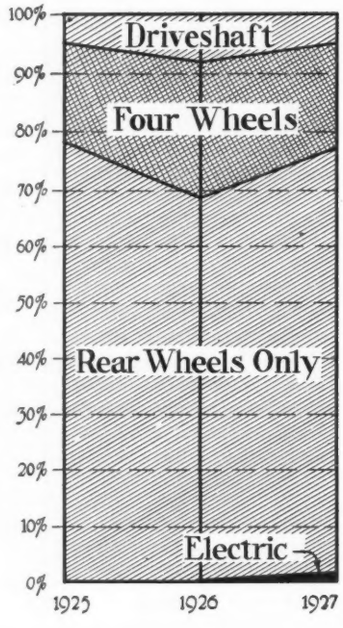
Al—Aluminum.
B—Battery.
Be—Bevel.
C—Central.
Ch—Chain.
Ca—Cam.
Cant—Cantilever.
CC—In Crankcase.
Cla—Claudel.
CI—Cast Iron.
Co—Cone.
DM—Direct Mechanical.
DP—Dual Plate.
½El—Half-elliptic.
¼El—Quarter-elliptic.
¾El—Three-quarter Elliptic.
Eng—Unit with Engine.
E Rw—External Rear Wheels.
E Tr—External Transmission.
F—In Head and Side.
Fab—Fabric.
F & M—One fabric & one metal.
F F—Full Floating.
½Fl—Semi-floating.
¾Fl—Three-quarter Floating.
Fr—Friction Disk Transmission.
Fuel—Oil mixed with fuel.
Grav—Gravity.
He—Helical Gear.
H S—Hollow Pressed Steel.
Hyd—Hydraulic.
Int.—Integral.
I—Valves in Head.
I Fw—Internal Four Wheels.
I Rw—Internal Rear Wheels.
I Tr—Internal Transmission.
K—Magneto and Battery.
L—Valves at Side.
M—Magneto.
M D—Multiple Dry Plate.
Met—Metal.
O Opt—Optional.
O H—Overhead.
Pr Cs—Pressure to Crankshaft Bearings and big-ends through hollow crankshaft.
R—Right hand.
R A—Unit with Rear Axle.
R R—Radius Rods.
Sep—Separate.
Sl—Sleeve Valves.
Sp B—Spiral Bevel.
Sp—Spur Gears.
S P—Single Plate.
Smi—Smith.
Spl—Splash.
Sp Pr—Splash with Pressure.
Spr—Springs.
Sol—Solex.
St—Straight Bevel.
Str—Stromberg.
T A—Torque Arm.
Th S—Thermo Siphon.
T T—Torque Tube.
Tran—Transverse.
V—Valveless two-stroke.
Vac—Vacuum.
Var—Various.
Wo—Worm.
W N—Worm and Nut.
W S—Worm and Sector.
W W—Worm and Wheel.
Zen—Zenith.
*—Common Combustion Chamber for each pair of Cyls.
§—Triple eccentric drive.

Current Trends in

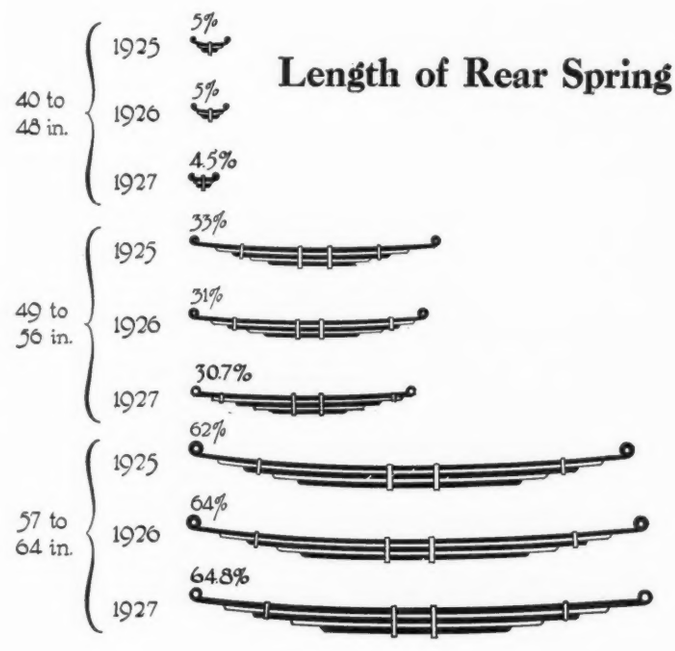
Steering Gear Type



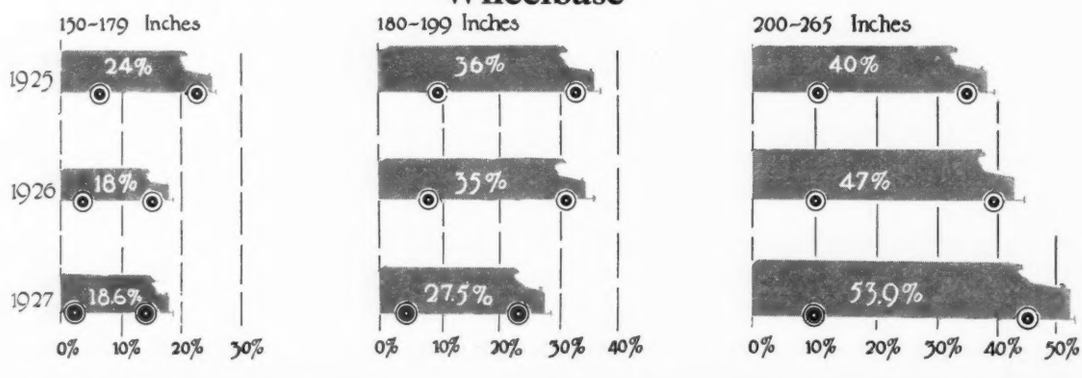
Foot Brakes



Length of Rear Spring

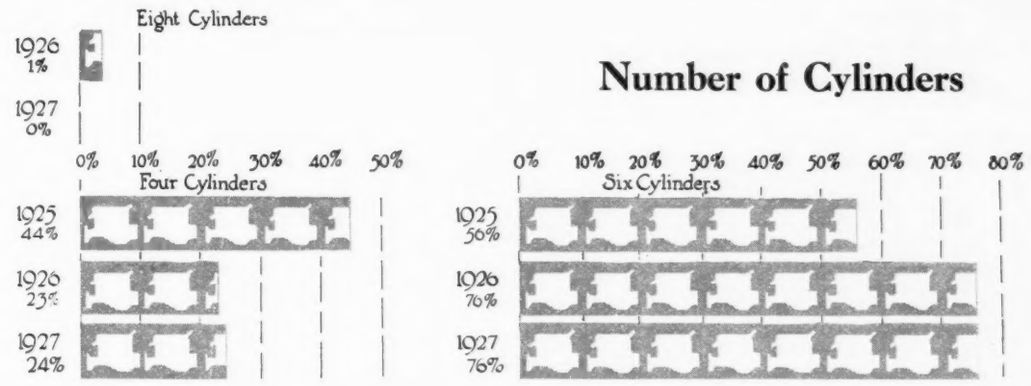


Wheelbase

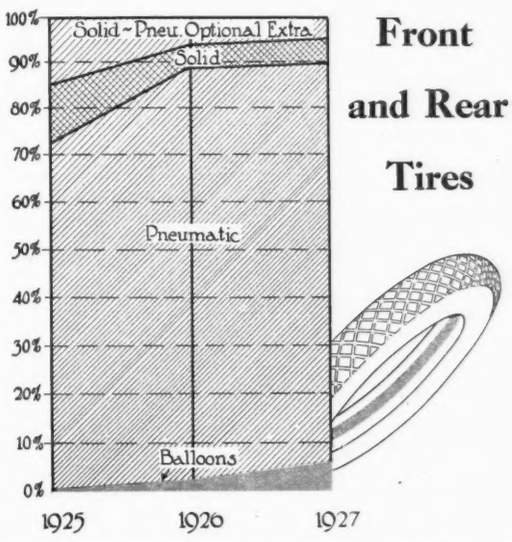


Motor Bus Design

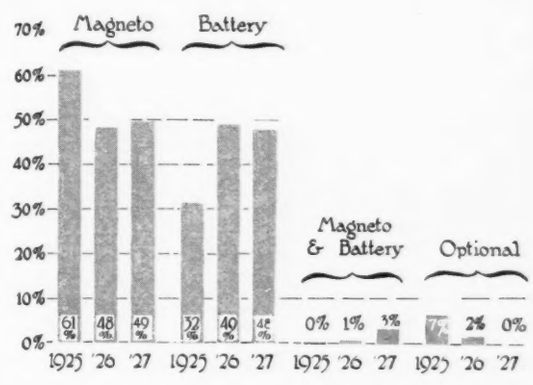
Number of Cylinders



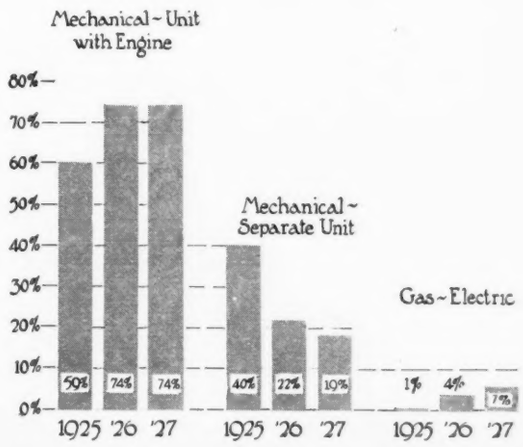
Front and Rear Tires



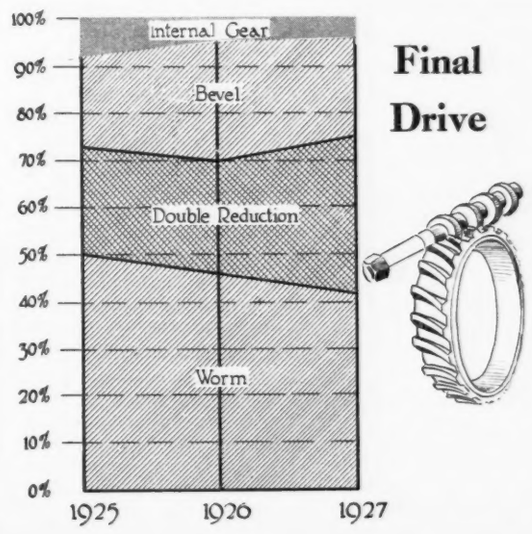
Source of Current



Transmission



Final Drive



American Gasoline

For other chassis which are recommended and adapted for Bus use

MAKE AND MODEL	GENERAL							ENGINE							ELECTRICAL SYSTEM					GOVERNOR		TRANS	
						Tires Type and Sizes							Fuel System		Ignition System			Battery				Clutch	
	Passenger Rating	Price—Chassis	Standard Wheelbase (Ins.)	Tread, Front and Rear (Ins.)	Chassis Weight (Lbs.)	Front (Ins.)	Rear (Ins.)	Make and Mode	Number of Cylinders, Bore and Stroke (Ins.)	Rated Horse Power (N.A.C.C.)	Valve Arrangement	Oiling System	Carbureter Make	Fuel Feed	Make	Current Source	Generator and Starter Make	Make	Voltage and Amp. Hour Capacity	Type	Maximum Governed Speed (M.P.H.)	Make	Type
Ace C	30	$4800	204	70 –80½	6500	S-36x6	S-36x6d	Cont 7T	6-4½x5¼	40.8	L	Fl Pr	Zen	V	Eis	M	RBos	USL	12-110	††	††	B-L	MDD
A.C.F. 508	31-60		230	70⅝–78		P-36x8	P-36x8d	HaS	6-4¼x5½	43.3	Io	Pr Ck	Zen	V	Del	B	Del	Exi	12-115	Ce		Own	MDD
A.C.F.** 519	31-60		230	71¾–78	11500	P-36x8	P-36x8d	HaS	6-4¼x5½	43.3	Io	Pr Ck	Zen	V	Del	B	Del	Exi	12-115	Ce		Own	MDD
Acme 116	16		180	58½–72½	5200	P-32x6	P-32x6d	Cont 6B	6-3⅜x5	33.7	L	Pr Ck	Zen	V	ABos	BM	ABos	Wil	6-111	Ce	40	B-L	MDD
Acme 118-121	18-21		205	58½–72½	6000°	P-32x6	P-32x6d	Cont 7T	6-4½x5¼	40.8	L	Fl Pr	Zen	V	ABos	B	ABos	Wil	6-111	Ce	40	B-L	MDD
Bridgeport HB	29		224		6500	P-34x7	P-34x7d	Buda BUS	6-4 x5⅛	38.4	L	Fl Pr	Zen	V	Eis	M	L-N	Wil	12-130		45	B-L	MDD
Brockway EB	20		153	56 –58	3850	P-32x6	P-32x6	Wisc SU	4-4 x5	25.6	I	Pr Cs	Zen	V	Eis	M	L-N	Exi	12-220	N P	N-P	B-L	MDD
Brockway EB4	20		153	56 –58	3900	P-30x5	P-30x5d	Wisc Y	6-3⅜x5	27.3	I	Pr Cs	Zen	V	Eis	M	L-N	Exi	12-220	N P	N P	B-L	MDD
Brockway H	22		200	60 –66	4975	P-32x6	P-32x6d	Wisc HB	6-3⅜x5	33.7	L	Pr Cs	Zen	V	Eis	M	L-N	Exi	12-220	N P	N P	B-L	MDD
Brockway JI-2	30		221°	66½–77⅜	7680	P-34x7	P-34x7d	Wisc H	6-4 x5	38.2	I	Pr Cs	Zen	V	Eis	M	L-N	Exi	12-220	Opt	40	B-L	MDD
Clinton 65B	30		184	58½–58½	5925	P-32x6	P-32x6	Wauk CU	4-4⅜x5¾	30.6	L	Pr Cs	Zen	V	Opt	M	ABos	Pre	6-150	Ce	††	B-L	MDD
Clinton 65BS	35		220	68 –76¾	6600	P-36x6	P-36x6d	Wauk 6Q	6-4x5¾	38.4	L	Pr Cs	Zen	V	L-N	M	L-N	Pre	12-210	Ce	††	B-L	MDD
Commerce 65	34		242	68 –75¾	8220	P-36x6	P-36x6d	Cont 14H	6-4½x5¾	48.6	L	Fl Pr	Zen	V	ABos	M	L-N	Wil	12-135	Opt	Opt	B-L	MDD
Commerce 60	25		229			P-36x6	P-36x6d	Cont 6B	6-3⅜x5	33.7	L	Pr Cs	Zen	V	ABos	M	ABos	Wil	6-153		35	B-L	MDD
Concord BUS	25		216			P-32x6	P-32x6d	Buda BUS	6-4 x5⅛	38.4	L	Fl Pr	Zen	V	ABos	M	L-N	Exi	12-220		40	B-L	MDD
Day-Elder 20	20		168	56 –58	5200	P-36x6	P-38x7	Cont 6B	6-3⅜x5	33.7	L	Pr Cs	Zen	V	Eis	M	L-N	Wil	12-153	Su	35†	B-L	MDD
Day-Elder 30-35	30		196	72¼–78°	7000	P-36x6	P-36-6	Buda BUS	6-4 x5¼	38.4	L	Pr Cs	Zen	V	Eis	M	L-N	Wil	6-153	Ce	35†	B-L	MDD
Denby 35	30	5000	216	74 –74	7000	P-36x6	P-36x6d	Cont 6B	6-3⅜x5	33.7	L	Pr Cs	Zen	V	RBos	M	RBos	Wil	12-130	††	††	Ful	MDD
Dorris L-6 * 25			224	72¼–67†	6475	P-36x6	P-36x6d	Own 6–80	6-4 x5	38.4	I†	Pr Cs†	Str	V	ABos	B	N-E	Wil	12-153	N P†	35	B-L	MDD
Dorris M-4	17		176	56 –58†	4200	P-32x6	P-32x6d	Own K	4-4½x5½	28.9	I†	Pr Cs†	Str	V	ABos	B	ABos	Wil	6-130	N P†	40	B-L	MDD
Dorris** L6	29		224		7875	S-34x7	S-34x7d	Own	6-4 x5	38.4	I†	PrCs.†	Str	V	ABos	B	N-E	Wil	12-130		35	None	No
Dorris M6	21		190		5100	P-32x6	P-32x6d	Own	6-4 x5	38.4	I†	Pr Cs†	Str	V	ABos	B	L-N	Wil	6-130		35	B-L	MDD
Douglas 21			182°	58 –86¾	5700	P-32x6	P-32x6d	Buda DS-6	6-3⅝x5	31.5	L	Fl Pr	Sch	V	N-E	B	N-E	Exi	12-117	Ce	Opt	Ful	MDD
Fageol StreetCar(Cal)† 29			230	70 –76	7000	P-32x6	P-32x6d	HaS 75	6-4¼x5½	28.9	I	Pr Cs	Zen	V	Del	B	Del	USL	12-118	Ce	35	B-L	MDD
Fageol (Cal.)† 26-58			230	70 –70	70000	P-36x6°	P-36x6d°	HaS 75	6-4¼x5½	43.3	I	Pr Cs	Zen	V	Del	B	Del	USL	12-118	Ce	35	B-L	MDD
Fageol (Ohio) 503	29-60		230	72 –74⅞		P-36x6	P-36x6d	HaS	6-4¼x5½	43.3	Io	Pr Ck	Zen	V	Del	B	Del	Exi	6-130	Ce		Own	MDD
Federal 2B6	29		191°	60 –60	5500	P-32x6	P-32x6d	Cont 6B	6-3⅜x5	33.7	L	Pr Cs	Zen	V	Eis	M	Remy	Exi	6-215	Su	35	B&B	SP
Federal S-25	17-21	1775	156	56 –57	3200	P-32x6	P-34x7	Knight 64	4-3⅝x4½	21.0	Sl	Pr Cs	Zen	V	A-L	B	A-L	Exi	6-120	Su	35	B&B	SP
Fith Ave. Coach J	29	§	172	68¼–71¼	5850	P-32x6	P-32x6	Yell EZ	4-4 x6	25.6	S	Pr Cs	Zen	V	Eis	M	§§N-E	Exi	12-120	N P	N P	Own	SP
Fifth Ave. Coach L	55	§	172¾	67 –77½	6850	S-36x5	S-36x5	Yell EZ	4-4 x6	25.6	S	Pr Cs	Zen	G	Eis	M	§§N-E	Exi	12-150	N P	N P	Own	SP
Garford KB	17-21	3300	180	57 –57	4400	P-32x6	P-34x7	Wisc Y	6-3⅜x5	27.3	I	Pr Cs	Zen	V	A-L	B	A-L	Wil	6-135	N P	35	B-L	MDD
Garford 50-6S	25-29	4950	187	63 –65⅝	6350	P-32x6	P-32x6d	Buda BUS	6-4 x5⅛	38.4	L	Pr Cs	Zen	V	L-N	M	L-N	Wil	12-177	N P	35	Own	MDD
Garford CB	25-29	7000	220	72 –76	6900	P-36x6	P-36x6d	Wisc Z	6-4½x5	48.6	L	Pr Cs	Zen	V	L-N	M	L-N	Wil	12-177	N P	35	B-L	MDD
Gary 45B†	40		220	68 –72		P-36x6	P-36x6d	Buda GL6	6-4½x6	48.6	L	Pr Cs	Str	V	Remy	B	Remy	††	††	††	††	Ful	MDD
Gotfredson 56-B-60	60	§	228½	71 –78	††	P-36x8	P-36x8	Buda GL6	6-4½x6	48.6	L	Pr Cs	Zen	V	RBos	M	N-E	Wil	12-250	Opt	Opt	B-L	MDD
Gotfredson 50-B-29	29	§	208°	71 –75	††	P-34x7	P-34x7d	Buda GL6	6-4½x6	48.6	L	Pr Cs	Zen	V	RBos	M	N-E	Wil	12-250	Opt	Opt	B-L	MDD
Graham Bros JC	12	1575	162	56 –57¼	3330	P-32x6	P-34x7	Dodge	4-3⅞x4½	24.0	L	Ci Sp	Stew	V	N-E	B	N-E	Wil	6-215	Su		Dodge	MDD
Graham Bros. YC	21	1575	162	56 –57¼	3405	P-32x6	P-34x7	Dodge	4-3⅞x4½	24.0	L	Ci Sp	Stew	V	N-E	B	N-E	Wil	6-215	Su	30	Dodge	MDD
Gramm N	15		164	57 –58	3100	P-32x6	P-32x6	Cont 8R	6-3⅜x4½	27.3	L	Pr Cs	Zen	V	A-L	B	A-L	USL	6-135	Han	43	Cov	MDD
Gramm R	17-21		184°*	58 –60	4280	P-32x6	P-32x6d	Cont 6B	6-3⅜x5	33.7	L	Pr Cs	Zen	V	A-L	B	DeJ	USL	6-135	Pie		Ful	MDD
Guilder 20	18		160	58 –58	4000	P-32x6	P-32x6	Cont 8R	6-3⅜x4½	27.3	L	Pr Cs	Zen	V	ABos	B	ABos	Wil	12-	N P	N P	B-L	MDD
Guilder 26	21		184	60 –60	4500	P-32x6	P-32x6d	Cont 6B	6-3⅜x5	33.7	L	Pr Cs	Zen	V	ABos	B	ABos	Wil	6-	N P	N P	B-L	SP
Guilder 35	25	4450	204	62 –72	6000	P-32x6	P-32x6d	Cont 6B	6-3⅜x5	33.7	L	Pr Cs	Zen	V	Remy°	B	Remy°	Wil	6-	Opt	††	B-L	
Guilder 36	30		204°	64 –70	6000	P-36x6	P-36x6	Buda BUS	6-4 x5⅛	38.4	L	Fl Pr	Zen	V	Eis	M	L-N	Wil	12-	Ce	30	B-L	MDD
Hahn OB	18		145°	60 –60	4700	P-32x6	P-32x6	Herc OX	4-4 x5	25.6	L	Pr Cs	Str	V	RBos	M	L-N	Wil	6-110	N P	N P	B-L	MDD
Hahn KB	27	§	186°	60 –66	4900	P-32x6	P-32x6d	Cont 6B	6-3⅜x5	33.7	L	Pr Cs	Str	V	RBos	M	Del	Wil	6-175	N P	N P	B-L	MDD
Hahn LB	36		246	69 –72	6800	P-34x7	P-34x7d	Cont 14H	6-4½x5¾	48.6	L	Fl Pr	Str	V	RBos	M	L-N	Wil	12-130	N P	N P	B-L	MDD
International SLC-34	16		160	56 –56	2940	P-30x5	P-30x5	Lyc CT	4-3⅜x5	22.5	L	Pr Ck	Zen	G	Remy	B	Remy	Pre	6-100	N P	N P	Long	SP
International SLC-36	16		160	56 –56		P-30x5	P-30x5	Lyc 4SG	6-3¼x4½	25.3	L	Pr Cs	Zen	G	Remy	B	Remy	Pre	6-100	N P	N P	Long	SP
Kissel 55	21	2750	182	59 –57	4000	P-32x6	P-32x6d	Own 55	6-3⅝x5½	26.3	L	Pr Ck	Sch	V	Remy	B	Remy	Wil	6-153	N P	N P	War	MDD
Larrabee XH4	30		220	70 –75	7000	P-36x6	P-36x6d	Cont 6B	6-3⅜x5	33.7	L	Pr Cs	Zen	V	L-N	B	L-N	Exi	12-120	††	††	B-L	MDD
Larrabee XH31	21		190	62 –66	5600	P-32x6	P-32x6d	Cont 6B	6-3⅜x5	33.7	L	Pr Cs	Zen	V	Remy	B	Remy	Exi	6-240	††	††	B-L	MDD
Liberty** 150	29		232	67 –59	7900	P-36x8¼	P-36x8¼	Wauk 6AL	6-4½x6¾	48.6	L	Pr Ck	Str	E-P	RBos°	BM	DeJ	Exi	12-150		45	None	None
Mack AB	25-29		196°	68 –63⅜	††	P*-32x6	P*-32x6d	Own AB	4-4¼x5	28.9	L	Sp Pr	Str	V	Spl	M	N-E	Exi	12-120	Ce	Opt	Own	MDD
Mack** AB	25-29		196°	68 –63⅜	8385	P-34x7	P-34x7d	Own AB	4-4¼x5	28.9	L	Sp Pr	Str	V	Spl	M	N-E	Exi	12-120	Ce	Opt	None	No
Mack AL	25-29		233	71¼–63⅜	9000	P*-34x7	P-34x7d*	Own AL	6-4¼x5	43.3	L	Pr Ck	Str	E-P	Spl	M	N-E	Exi	12-120	Ce	Opt	Own	SP
Mack** AL	25-29		233	71¼–63⅜	9000	P*-34x7	P*-34x7d	Own AL	6-4¼x5	43.3	L	Pr Ck	Str	E-P	Spl	M	N-E	Exi	12-120	Ce	Opt	None	No
Menominee T	17	††	176	60 –58¾	5460	P-32x6	P-34x7	Wisc Y	6-3⅜x5	27.3	I	Pr Cs	Zen	V	Remy	B	Remy	Wil	6-170	Opt	38	Dtl	MDD
Menominee T	21	††	195½	60 –58¾	6300	P-34x7	P-34x7	Wisc H	6-4x5	38.4	I	Pr Cs	Zen	V	Remy	B	Remy	Wil	6-170	Opt	38	Dtl	MDD
Moreland RC	16	2150	180	56 –57¼	3850	P-32x6	P-32x6	Cont 11U	6-3¼x4⅝	25.3	L	Pr Cs	Zen	E-P	Spl	M	A-L	Hob	6-140	N P	N P	B-L	MDD
Moreland EC	20	3780	178	61 –58	4590	P-34x5	P-34x5d	Cont K4	4-4½x5¼	27.2	L	Fl Pr	Str	V	Spl	M	Spl	Hob	6-140	N P	N P	B-L	MDD
Moreland AC	25	4700	187	68 –69	5660	P-36x6	P-36x6d	Cont L4	4-4½x5½	32.4	L	Fl Pr	Str	V	Spl	M	Spl	Hob	6-140	N P	N P	B-L	MDD
Pierce Arrow Z	25		196	67¼–76⅞	6240	P-36x6	P-36x6d	Own Z	6-4 x5½	38.4	I	Fl Pr	Own	P	Del	B	Del	Wil	12-132	N P	N P	Own	MDD
Pierce Arrow Z	30		220	67¼–76⅞	6350	P-36x6	P-36x6d	Own Z	6-4 x5½	38.4	I	Fl Pr	Own	P	Del	B	Del	Wil	12-132	N P	N P	Own	MDD
Rehberger B-3	30	††	204	64½–63⅛	7000	P-36x6	P-36x6d	Buda BUS	6-4 x5⅛	38.4	L	Fl Pr	Zen	V	Eis	M	L-N	Wil	12-132	N P	N P	B-L	MDD
Reo W	10-21*	2350	176	58 –58¼°	3954°	P-32x6	P-34x7d*	Own T6	6-3⅜x5	24.3	F	Sp Pr	Sch	V	N-E	B	N-E	Wil	6-240	N P	N P	Own	MDD
Republic 81	20	††	185	60 –58	3600	P-34x7	P-34x7	Lyc C-4	4-4 x5	25.6	L	Pr Cs	Str	V	ABos	B	ABos	USL	6-150	††	††	Ful	MDD
Royal D	25		220	68 –72	6900	P-36x6	P-36x6	Wisc Z	6-4½x5	48.6	I	Pr Cs	Zen	V	Eis	M	L-N	Exi	12-130			B-L	MDD
Royal E	29	††	220	68 –72	7100	P-36x6	P-36x6	Wisc Z	6-4½x5	48.6	I	Pr Cs	Zen	V	Eis	BM	L-N	Exi	12-130	Opt		B-L	MDD
Ruggles 60	20	§	180	58 –69½	5900	P-30x5	P-30x5d	Lyc TF	6-3⅝x5	31.5	I	Pr Cs	Zen	V	ABos	B	Remy	Wil	6-177	N P	N P	B-L	MDD
Ruggles 70	30	§	236	73¾–75¾	7600	P-34x7	P-34x7d	Wisc Z	6-4¼x5	48.6	I	Pr Cs	Zen	V	ABos	B	Remy	Wil	6-177	N P	N P	B-L	MDD
Ruggles 65	25		200	62½–66	6700	P-32x6	P-32x6d	Wisc H	6-4x5	38.6	I	Pr Cs	Zen	V	Remy	B	Remy	Wil	6-177	N-P	N P	B-L	MDD
Safeway 55	29		255	71 –78	9600	B38x9.00	B38x9.00	Cont 14H	6-4½x5¾	48.6	L	Fl Pr	Str	V	Eis	M	N-E	N-E	12-154	N P	N P	B-L	MDD

ABBREVIATIONS:

°—Others furnished.
*—At extra cost.
**—Gas Electric
§—Prices on application.
§§—Generator only.
†—1926 Specifications.
††—Manufacturers did not furnish information.
‡—Also Fabric Joints
ABos—American Bosch.
A-L—Auto-Lite.
A-P—Air Pressure.
B—Battery (Ignition)
B—Balloons (Tires).
Bal—Ball and Ball.
BM—Battery and Magneto
B&B—Borg & Beck.
BG—Bevel Gear.
B-L—Brown Lipe.
Blo—Blood.
B-PS—Bevel Pinion and Sector.
C&L—Cam and Lever.
Ce—Centrifugal.
CiSp—Circulating Splash
Cla—Clark.
Cle—Cleveland
Col—Columbia.
Cont—Continental.
Cot—Cotta. **Cov**—Covert
d—Dual.
Day—Dayton.
D-C—Disc Cast Steel
DD—Dead.
DeJ—DeJon.
Del—Delco.
Det—Detroit.
Dir—Direct.
D-P—Disk Pressed Steel.
DR—Double Reduction.
Dtl—Detlaff.
E—Free End. **Eat**—Eaton.
E-Ds—External Drive-shaft.
E-Fw—External Four Wheel.
Eis—Eisemann.
Eng—Engine.
E-P—Electric Pump
E-Rw—External Rear Wheels.
Exi—Exide.
½ F—Semi-Floating
¾ F—¾ Floating
F—In Head and Side.
FA—Drive taken through Front Axle.
FF—Full Floating.
Fl Pr—Full Pressure to all Main Bearings.
Ful—Fuller.
Fw—4-Wheel **G**—Gravity.
GE—General Electric
Gem—Gemmer.
Gou—Gould. **Han**—Handy
HaS—Hall Scott.
Heli—Helical
Herc—Hercules.
Hob—Hobson.
Hoo—Hoopes.
Hyd—Hydraulic.
I—In Head.
Io—In Head: overhead camshaft.
I-Ds—Internal Driveshaft.
I-Fw—Internal Four Wheel.
IG—Internal Gear.
Ind—Indestructible

Bus Chassis

see models having § sign in "American Gasoline Trucks"

MISSION					REAR AXLE				BRAKES						SPRINGS			RUNNING GEAR								MAKE AND MODEL
Gearset or Electric Drive System									Service				Emergency		Front	Rear			Steering Gear			Wheels				
Make	Location	No. Fwd. Speeds or Elec. Motors	Low Gear Reduction	Universal Joints, Number and Make	Make and Model	Final Drive	Type	Total Ratio from Engine to Drive Wheels on Direct	Type and Location	Operation	Action	Braking Area (Sq. Ins.)	Type and Location	Braking Area (Sq. Ins.)	Length and Width (Ins.)	Length and Width (Ins.)	Shackles Type.	Front Axle Make	Make	Type	Outside Dia. of Minimum Turning Circle (Ft.)	Dia. of Rims	Make	(No. Dual = 1)	Type and Material	
B-L...	Eng...	4	††	-Uni...	Tim....6516	Wo.	FF..	5.40	I-Rw..	Mec..	Dir...	††	I-Rw..	††	††	††	M....	Tim...	Ross.	C&L..	68	24	Budd..	4	D-P...	Ace.....C
Own...	Eng...	4	4.8	4-Spi...	Tim...65250	Wo.	FF..		I-Fw..	A-P..	Pow....		I-Fw..		49-4	64-5	M....	Tim...	Ross.	C&L..	60	20	Budd..	4	D-P...	A.C.F.....50§
G.E...	**	2	**	4-Spi...	Tim..6535A1	Wo.	FF..	**	I-Fw..	A-P..	Pow....		I-Rw..		49-4	64-5	M....	Tim...	Ross.	C&L..	60	20	Budd..	4	D-P...	A.C.F.**.....519
B-L...	Eng...	4	5.35	4-Blo...	Wisc...67400	DR.	FF..	6.28	I-Rw..	Mec..	Dir...	456	I-Rw..	210	40-2½	60-3	M....	Shu...	Ross.	C&L..	68	20	Mot..	4	S-P...	Acme.....116
B-L...	Eng...	4	5.35	4-Blo...	Wisc...67400	DR.	FF..	6.28	I-Rw..	Mec..	Dir...	456	I-Rw..	210	40-2½	60-3	M....	Shu...	Ross.	C&L..	68	20	Mot..	4	D-P...	Acme.....118-121
B-L...	Eng...	4	5.35	-Spi...	Wisc..1331K	DR.	.....	.....	I-Rw..	.....	.....	.....	I-Rw..	.....	.....	.....	.....	Shu...	Ross.	C&L..	72	20	Budd..	4	D-P...	Bridgeport.....HB
B-L...	Eng...	3	5.35	2-Spi...	Col....53000	SB..	¾F.	5.12	E-Rw.	Mec..	Dir...	120	I-Rw..	108	46-2½	60-3	M....	Col...	Gem.	W&S.	56	20	Van...	4	S-C...	Brockway.....EB
B-L...	Eng...	3	5.35	2-Spi...	Col....53000	SB..	¾F.	5.12	E-Rw.	Mec..	Dir...	120	I-Rw..	108	46-2½	60-3	M....	Col...	Gem.	W&S.	56	20	Budd..	4	D-P...	Brockway.....EB4
B-L...	Eng...	4	5.35	3-Spi...	Wisc....6731	DR.	FF..	6.33	I-Rw..	Mec..	Dir...	196	I-Rw..	114	46-2½	60-3	M....	Shu...	Ross.	C&L..	56	20	Budd..	4	D-P...	Brockway.....H
B-L...	Eng...	4	5.35	-Spi...	Tim..65220–S	Wo.	FF..	6.	I-Rw..	Mec..	Vac...	271	E-Ds..	181	46-3	60-3½	M....	Shu...	Ross.	C&L..	76½	20	Budd..		D-P...	Brockway.....JI-2
B-L...	SeU...	4	5.35	-Blo...	Tim....6566	Wo.	FF..	6.50	I-Rw..	Mec..	Dir...	185	I-Rw..	185	44-3	52-3	M....	Tim...	Ross.	C&L..	74	20	Budd..	4	D-P...	Clinton.....65B
B-L...	SeU...	4	5.35	-Blo...	Tim....6516	Wo.	FF..	6.00	I-Rw..	Mec..	Dir...	234	I-Rw..	234	44-3	52-3	M....	Tim...	Ross.	C&L..	80	24	Budd..	4	D-P...	Clinton.....65BS
B-L...	SeU...	4	5.35	5-Blo...	Tim....6516	Wo.	FF..	4.80	I-Rw..	Vac..	Dir...	460	I-Rw..	460	42-2½	60-3	M....	Tim...	Ross.	C&L..	35	24	Budd..	4	D-P...	Commerce.....65
B-L...	SeU...	4	5.35	-Blo...	Tim....6516	Wo.	FF..	4.80	I-Rw..	Vac..	Dir...	....	I-Rw..	.....	.....	.....	.....	M....	Tim...	Ross.	C&L..	.....	24	Budd..	4	D-P...	Commerce.....60
B-L...	.....	4	††	-Blo...	Tim..6571S	Wo.	.....	.....	I-Rw..	.....	.....	.....	I-Rw..	.....	.....	.....	.....	M....	Shu...	Ross.	C&L..	76	24	Budd..	4	D-P...	Concord.....BUS
B-L...	Eng...	3	5.35	3-Spi...	Tim..64600D	Wo.	½F.	6.50	I-Rw..	Mec..	Dir...	152	I-Rw..	152	42-2½	54-2½	M....	Tim...	Ross.	C&L..	60	24	Van...	4	S-C...	Day-Elder.....20
B-L...	Eng...	4	5.35	3-Spi...	Tim 65700D°	Wo.	FF..	6.	I-Rw..	Mec..	Dir...	236°	I-Rw..	236°	46-2½	60-3	M....	Tim...	Ross.	C&L..	54	24	Budd..	4	D-P...	Day-Elder.....30-35
Ful...	Eng...	4	4.80	4-Blo...	Cla.....3D	IG.	FF..	7.00	I-Rw..	Mec..	Dir...	††	E-Ds.	††	††	64-4	M....	Shu...	Ross.	C&L..	66	24	Budd..	4	D-P...	Denby.....36
B-L...	Eng...	4	5.35	2-Spi...	Wisc.....DR	DR.	½F.	††	I-Rw..	Mec..	Dir...	††	E-Ds.	††	††	60-4	M....	Tim...	Ross.	C&L..	72	24	Budd..	4	D-P...	Dorris.....L-6
B-L...	Eng...	4	5.35	3-Spi...	Wisc.....DR	DR.	½F.	††	I-Rw..	Mec..	Dir...	††	E-Ds.	††	††	60-3	M....	Tim...	Ross.	C&L..	64	20	Budd..	4	D-P...	Dorris.....M-4
**	**	1	Non	-Spi...	Wisc.....	DR.	½F.	††	I-Rw..	.....	.....	.....	I-Rw..	.....	.....	.....	.....	M....	Tim...	Ross.	C&L..	66	20	Budd..	4	D-P...	Dorris**.....L6
B-L...	.....	4	5.35	-Spi...	Wisc.....42B	DR.	½F.	††	I-Rw..	Mec..	Dir...	....	E-Ds.	.....	40-2½	60-3	M....	Tim...	Ross.	C&L..	72	20	Budd..	4	D-P...	Dorris.....M6
Ful...	SeU...	4	....	4-Blo...	Wisc...67500	DR.	FF..	6.3	I-Rw..	Mec..	Dir...	210	I-Rw..	160	42-3	60-4	M....	Shu...	Ross.	C&L..	.....	20	Van...	4	S-C...	Douglas.....
B-L...	Eng...	4	5.35	4-Spi...	Tim...65190	Wo.	FF..	4.60	I-Rw..	.....	Opt...	130	I-Rw..	130	41-2½	56-3	M....	Tim...	Ross.	C&L..	76	20	Budd..	4	D-P...	Fageol StreetCar(Cal)†
B-L...	Eng...	4	5.35	4-Spi...	Tim...65190°	Wo.	FF..	4.60	I-Rw..	Opt...	Opt...	130	I-Rw..	130	41-2½	56-3	M....	Tim...	Ross.	C&L..	77	20	Budd..	4	D-P...	Fageol.....(Cal.)†
Own...	Eng...	4	4.8	4-Spi...	Tim.....	Wo.	FF..	.....	I-Fw..	Opt...	Opt...	....	I-Rw..	.....	43-2½	56-3	M....	Tim...	Ross.	C&L..	80	20	Budd..	4	D-P...	Fageol (Ohio).....503
B-L...	SeU...	7	9.50	2°-Sne°	Tim.65600SP	Wo.	FF..	6.75	I-Ds..	Mec..	Dir...	142¼	I-Rw..	379	42-2½	54-3	M....	Own...	Gem.	W&R.	56	20	Budd..		D-P...	Federal.....2B6
Own...	Eng...	3	3.65	3-Cle...	Tim....5620	SB..	FF..	7.50	I-Rw..	Mec..	Dir...	....	I-Rw..	.....	38-2¼	52-2¼	M....	Own...	Gem.	W&W.	26	20	Mich..	4	S-C...	Federal.....S-25
Own...	SeU...	4	4.01	3-Sne...	Tim....6412	Wo.	½F.	5.40	I-Rw..	Mec..	Dir...	182	I-Rw..	182	48-3	62¾-3	R....	Tim...	Ross.	S&N..	61	20	Own...	4	S-C...	Fith Ave. Coach.....J
Own...	SeU...	4	4.01	3-Spi...	Own.....L	IG.	½F.	6.57°	E-Rw.	Mec..	Dir...	290	E-Ds.	207	48-3½	56-3½	M....	Own...	Ross.	S&N..	53	20	Own...	4	S-C...	Fifth Ave. Coach.....L
B-L...	Eng...	3	4.8	3-B-G...	Tim...5620H	SB..	FF..	4.62	E-Fw.	Hyd..	Dir...	351	I-Rw..	174	40-2¼	56-2¼	M....	Tim...	Han...	S&L..	58	20	Day...	4	D-C...	Garford.....KB
B-L...	SeU...	7	3.95	4-Spi...	Tim....65666	Wo.	FF..	5.4	I-Rw..	Mec..	Dir...	182	I-Rw..	182	42-2½	56-3	M....	Tim...	Ross.	C&L..	68	20	Budd..	4	D-P...	Garford.....50-6S
B-L...	Eng...	4	3.77	4-Spi...	Tim.6521-SC	Wo.	FF..	4.8	E-Fw.	A-P..	Pow....	672	I-Rw..	176	42-3	60-3½	M....	Tim...	Ross.	C&L..	70	24	Budd..	4	D-P...	Garford.....CB
Ful...	Eng...	4	††	-Spi...	Tim.....	Wo.	FF..	††	††	††	††	††	††	††	††	††	††	Tim...	Ross.	C&L..	††	24	Budd..	4	D-P...	Gary.....45B†
B-L...	Eng...	4	5.35	5-Spi...	Tim.....	Wo.	FF..	4.50	I-Fw.	A-P..	Pow....	408	I-Rw..	258	42-3	44-4	M....	Tim...	Ross.	C&L..	††	20	Budd..	4	D-P...	Gotfredson...56-B-60
B-L...	Eng...	4	5.35	3-Spi...	Tim.....	Wo.	FF..	4.80	I-Fw.	A-P..	Pow....	336	I-Rw..	100	42-3	60-3½	M....	Tim...	Ross.	C&L..	††	20	Budd..	4	D-P...	Gotfredson...50-B-29
Dodge	Eng...	3	4.13	3-U-P...	Own.....	SB..	½F.	5.5	I-Rw.	Mec..	Dir...	376	I-Rw..	188	37-2	56-3	M....	Clark	Ross.	C&L..	63	20	Clark.	4	S-C...	Graham Bros.....JC
Dodge	Eng...	3	4.13	3-U-P...	Own.....	SB..	½F.	6.29	I-Rw.	Mec..	Dir...	376	I-Rw..	188	37-2	56-3	M....	Clark	Ross.	C&L..	63	20	Clark.	4	S-C...	Graham Bros.....YC
Cov...	Eng...	3	4.00	-Blo...	Eat....1002	BG.	½F.	5.33	I-Rw.	Mec..	.....	.....	E-Ds.	.....	40-2¼	52-3	M....	Col...	Ross.	C&L..	.....	20	Smi...	4	S-C...	Gramm.....N
Ful...	Eng...	4	4.80	-Blo...	Eat....2252	BG.	FF..	4.75	I-Fw.	Mec..	.....	.....	E-Ds.	.....	44-3	60-3	M....	Col...	Ross.	C&L..	.....	20	Smi...	4	S-C...	Gramm.....R
B-L...	Eng...	3	4.80	2-M&E..	Cla.....500	SB..	½F.	6.28	I-Rw.	Mec..	Dir...	††	I-Rw..	††	40-2¼	56-2¼	M....	Shu...	Ross.	C&L..	70	20	Budd..	4	D-P...	Guilder.....20
B-L...	Eng...	3	3.29	3-†††...	Wisc....6730	DR.	FF..	6.00	I-Rw.	Mec..	Dir...	††	I-Rw..	††	42-2½	60-3	M....	She...	Ross.	C&L..	50	20	Budd..	4	D-P...	Guilder.....26
B-L...	Eng...	4	....	2-M&E..	Wisc...67510	DR.	FF..	6.	I-Rw.	Vac..	Pow....	....	I-Rw..	.....	44-3	60-3½	M....	Shu...	Ross.	C&L..	.....	20	Budd..	4	D-P...	Guilder.....35
B-L...	Eng...	4	††	2-M&E..	Wisc..1300K	DR.	¾F.	6.1	I-Rw.	Mec..	Dir...	††	I-Rw..	††	44-3	60-3½	M....	Shu...	Ross.	S&N..	70	24	Budd..	4	D-P...	Guilder.....36
B-L...	Eng...	3	4.80	3-Spi...	Wisc.....11A	DR.	½F.	5.00	I-Rw.	Mec..	Dir...	††	I-Rw..	††	40-2½	56-2½	M....	She...	Ross.	C&L..	40	20	Hoo...	4	S-W...	Hahn.....0B
B-L...	Eng...	4	5.35	3-Spi...	She....5550B	DR.	FF..	6.33	I-Rw.	Mec..	Dir...	††	I-Rw..	††	40-2½	56-3	M....	She...	Ross.	C&L..	60	20	Budd..	4	D-P...	Hahn.....KB
B-L...	Eng...	4	3.95	4-Spi...	She....5550B	DR.	FF..	††	I-Rw.	Mec..	Dir...	††	I-Rw..	††	42-3	59-3½	M....	She...	Ross.	C&L..	††	24	Budd..	4	D-P...	Hahn.....LR
Own...	Eng...	3	4.00	-M.M..	Eat.....	TB.	DD.	25.10	E-Rw.	Mec..	Dir...	174	I-Rw..	174	39-2¼	57⅓-2½	M....	Eat...	CAS..	W&W.	58	....	Budd..	4	D-P...	International..SLC-34
Own...	Eng...	3	4.00	-M.M..	Eat.....	TB.	DD.	.....	E-Rw.	Mec..	Dir...	174	I-Rw..	174	39-2¼	57⅓-2½	M....	Eat...	CAS..	W&W.	58	....	Budd..		D-P...	International..SLC-36
Ful...	Eng...	4	4.8	2-Spi...	Tim..5620H	SB..	½F.	6.75	I-Fw.	Hyd..	Dir...	430	I-Rw..	215	38-2½	60-3	M....	Tim...	Ross.	C&L..	††	20	Budd..	4	D-P...	Kissel.....55
B-L...	Eng...	4	5.0	1-Sne...	She.....	DR.	FF..	6.68	I-Rw.	Mec..	Dir...	††	I-Rw..	††	42-3	60-3½	††	She...	Ross.	C&L..	††	24	Budd..	4	D-P...	Larrabee.....XH4
				2-Spi...																						
B-L...	Eng...	4	5.35	1-Sne...	Wisc...67300	DR.	FF..	5.50	I-Rw..	Mec..	Dir...	††	I-Rw..	††	42-2½	54-3	††	She...	Ross.	C&L..	75	20	Budd..	4	D-P...	Larrabee.....XH31
				2-Spi...																						
Fra...	**	1	**	3-Pet...	Eat.....	DR.	FF..	Var...	**	**	**	**	-Rw..	....	44-3	60-4	M....	Eat...	Ross.	C&L..	74	20	Opt...	4	D-P...	Liberty**.....150
Own...	Eng...	4	4.85	4-Spi...	Own....AB	DR.	FF..	Var...	I-Rw..	Vac..	Dir...	364	E-Ds..	144	42½-3	63-3½	R....	Own...	Own..	W&W.	55°	20	Budd..	4	D-P...	Mack.....AB
G. E...	**	1	**	4-Spi...	Own....AB	DR.	FF..	Var...	I-Rw..	Vac..	Dir...	364	E-Ds..	144	42½-3	63-3½	R....	Own...	Own..	W&W.	55°	20	Budd..	4	D-P...	Mack**.....AB
Own...	SeU...	4	5.27	5-Spi...	Own....AL	DR.	FF..	Opt...	I-Rw..	Vac..	Dir...	255	E-Ds..	144	46-3½	70-3½	R....	Own...	Own..	W&W.	68	20	Budd..	4	D-P...	Mack.....AL
G. E...	**	1	**	5-Spi...	Own....AL	DR.	FF..	Var...	I-Rw..	Vac..	Dir...	255	E-Ds..	144	46-3½	70-3½	R....	Own...	Own..	W&W.	68	20	Budd..	4	D-P...	Mack**.....AL
Cot...	Eng...	3	3.68	1-Spi...	Wisc.....42	DR.	½F.	5.83	I-Rw.	Mec..	Dir...	††	E-Ds.	††	44-2½	56-3	M....	Shu...	Ross.	C&L..	61	20	Ind...	4	D-P...	Menominee.....T
Cot...	Eng...	4	5.20	1-Pic...	Wisc.....67	DR.	½F.	5.83	I-Rw.	Mec..	Dir...	††	E-Ds.	††	44-2½	56-3	M....	Shu...	Ross.	C&L..	66½	20	Ind...	4	D-P...	Menominee.....T
				2-Spi...																						
B-L...	Eng...	3	4.09	-Pe...	Tim....5620	Wo.	½F.	5.5	I-Rw.	Mec..	Dir...	244	I-Rw.	230	34½-2½	56-3	M....	Tim...	Ross.	C&L..	65	20	Day...	4	S-P...	Moreland.....RC
B-L...	Eng...	4	5.35	-Pet...	Tim....6410	Wo.	½F.	6.0	I-Rw.	Mec..	Dir...	190	I-Rw.	190	38-2½	56-3	M....	Tim...	Ross.	C&L..	65	24	Budd..	4	D-P...	Moreland.....EC
B-L...	Eng...	4	5.35	-Pet...	Tim....6516	Wo.	FF.	6.0	I-Rw.	Mec..	Dir...	240	I-Rw.	240	39¼-2½	56-2½	M....	Tim...	Ross.	C&L..	70	24	Budd..	4	D-P...	Moreland.....AC
Own...	SeU...	4	5.35	2-Spi...	Own.....Z	Wo.	FF..	6.00	E-Ds.	Mec..	Dir...	240	I-Rw..	515	41-3	60-3½	M....	Own...	Own..	S&N..	75	24	Budd..	4	D-P...	Pierce Arrow.....Z
Own...	SeU...	4	5.35	2-Spi...	Own.....Z	Wo.	FF..	6.00	E-Ds.	Mec..	Dir...	240	I-Rw..	515	41-3	60-3½	M....	Own...	Own..	S&N..	80	24	Budd..	4	D-P...	Pierce Arrow.....Z
B-L...	Eng...	4	5.35	3-Spi...	Tim....6571	Wo.	FF..	6.75	I-Rw.	Mec..	Dir	233	I-Rw.	233	41-2½	60-3	M....	Shu...	Ross.	C&L..	66	24	Budd..	4	D-P...	Rehberger.....B-3
Own...	SeU...	3	4.40	2-Pet...	Own.....W	SB..	½F.	5.70	I-Fw.	Mec..	Dir...	346	E-Rw.	275	38-2¼	54-2½	M....	Own...	Own..	B-PS..	62	20	Budd..	4	D-P...	Reo.....W
Ful...	Eng...	3	4.00	3-Uni...	Eat....10000	IG.	FF.	6.28	E-Ds.	Mec..	Dir...	96	I-Rw.	175	36½-2	56-2½	M....	Eat...	Jac..	S&N..	††	20	Van...	4	S-C...	Republic.....81
B-L...	Eng...	4	5.35	4-Pet...	Tim....6522	Wo.	FF.	5.3	I-Ds..	Mec..	Dir...	....	I-Rw..	.....	41-3	60-3½	M....	Tim...	Ross.	C&L..	67	24	Budd..	4	D-P...	Royal.....D
B-L...	Eng...	4	5.35	4-Cle...	Tim....6522	Wo.	FF.	5.30	Rw-Ds	Mec..	Dir...	††	I-Rw..	††	41-3	60-3½	M....	Tim...	Ross.	C&L..	67	24	Budd..	4	D-P...	Royal.....E
B-L...	Eng...	4	5.35	2-Uni...	Wisc.....460	DR.	FF.	5.50	I-Rw.	Vac..	Dir...	††	I-Rw..	††	38½-2½	54½-3	M....	Col...	Jac..	S&N..	56	24	Budd..	6	D-P...	Ruggles.....60
B-L...	Eng...	4	4.01	4-Uni...	Wisc..1340K	DR.	FF.	5.05	I-Rw.	Mec..	Dir...	575	I-Rw..	288	44-3	60-4	M....	She...	Jac..	S&N..	64	20	Budd..	4	D-P...	Ruggles.....70
B-L...	Eng...	4	5.35	4-Uni...	Wisc...67300	DR.	FF.	5.83	I-Rw.	Vac..	Dir...	452	I-Rw..	211	39-2½	60-3	M....	Shu...	Jac..	S&N..	60	20	Budd..	4	D-P...	Ruggles.....65
B-L...	Eng...	3	4.00	2-Spi...	Tim....6422	Wo.	FF.	5.00	I-Fw.	Air...	Dir...	1084	I-Fw..	1084	50-3½	46-4	M....	Tim...	Ross.	C&L..	75	20	Budd..	6	D-P...	Safeway.....55

I-Rw—Internal Rear wheel.
Jac—Jacox.
L—L Head.
L-N—Leece Neville.
Lyc—Lycoming.
M—Magneto. (Ignitipn)
M—Metal (Shackles).
MDD—Multiple Dry Disk.
M&E—Merchant & Evans.
Mec—Mechanical.
Mich—Michigan
M.M.—Mecnanics Machine
Mot—Motor Wheel.
N-E—North East.
N-P—No Provision.
Opt—Optional.
P—Pneumatic (Tires).
P—Pressure (Fuel Feed).
Pet—Peters.
Pic—Pick.
Pie—Pierce
Pow—Power Operated.
PrCs—Pressure to all crankshaft and connecting rod bearings; splash to other parts.
PrCk—Pressure to all camshaft connecting rod and camshaft bearings; splash to other parts
Pre—Prestolite.
R—Rubber.
RA—Wheels Swung from Radius Arms.
RBos—Robert Bosch.
RwDs—Rear wheels & drive shaft
S—Solid.
SB—Spiral Bevel.
S-C—Spoked Cast Steel.
Sch—Schebler.
SeU—Separate Unit.
She—Sheldon.
Shu—Shuler.
S&L—Screw and lever
Sl—Sleeve Valve.
Smi—Smith.
S&N—Screw and Nut.
Sne—Snead.
SP—Single Plate.
S-P—Spoked Pressed Steel.
Spi—Spicer
Spl—Splitdorf.
SpPr—Pressure to main crankshaft bearings only. Splash to other parts.
Stew—Stewart
Str—Stromberg.
Su—Suction.
S-W—Spoked Wood.
T—T Head.
TB—Straight Bevel
Tim—Timken.
Uni—Universal Machine.
Un FA—Unit with Front Axle
U-P—Universal Products
V—Vacuum.
Vac—Vacuum.
Var—Various.
Ves—Vesta.
War—Warner Corp.
Wauk—Waukesha.
Wes—Westinghouse.
Wil—Willard.
Wisc—Wisconsin.
Wo—Worm.
W&R—Worm and Roller
W&S—Worm and Sector
W&W—Worm & Wheel.
Yell—Yellow Sleeve.
Zen—Zenith.

American Gasoline

MAKE AND MODEL	GENERAL							ENGINE							ELECTRICAL SYSTEM					GOVERNOR		TRANS	
						Tires, Type and Sizes							Fuel System		Ignition System			Battery				Clutch	
	Passenger Rating	Price—Chassis	Standard Wheelbase (Ins.)	Tread, Front and Rear (Ins.)	Chassis Weight (Lbs.)	Front (Ins.)	Rear (Ins.)	Make and Model	Number of Cylinders, Bore and Stroke (Ins.)	Rated Horse Power (N.A.C.C.)	Valve Arrangement	Oiling System	Carbureter Make	Fuel Feed	Make	Current Source	Generator and Starter Make	Make	Voltage and Amp.-Hour Capacity	Type	Maximum Governed Speed (M.P.H.)	Make	Type
Safeway.....63-64	29	.....	224°	71 –78	9200	B32x9.00	B38x9.00	Cont....12T	6-4¼x5¼	44.0	L...	Fl Pr..	Str....	V...	Eis...	M..	N-E...	N-E...	12–154	N P...	N P...	B-L...	MDD.
Safeway.....66	61	.....	234	74 –78	10250	P-36x8	P-36x8	Cont....14H	6-4½x5¾	48.6	L...	Fl Pr..	Str....	V...	Eis...	M..	N-E...	N-E...	12–154	N P...	N P...	B-L...	MDD.
Schacht.....N	21	§	205°	69 –68½	7800	P-36x6	P-36x6d	Buda...BUS	6-4x5⅛	38.4	L...	PrCs..	Zen....	V...	L-N...	B..	L-N...	Exi...	12–175	N-P...	N-P...	B-L...	MDD.
Selden.....Pacemk†	18	§	184°	56 –56	3600	S-32x6	S-32x6	Cont.....8R	6-3⅜x4½	27.3	L...	Pr Cs.	Str....	V...	N-E...	B..	N-E...	Wil...	12–150	Opt...	50	B-L...	MDD.
Selden... R'dmaster†	21	§	210°	56 –58	5200	S-32x6	S-36x8	Cont.....6B	6-3¾x5	33.7	L...	Pr Cs.	Str....	V...	N-E...	B..	N-E...	Wil...	12–150	Opt...	50	B-L...	MDD.
Sterling.....GB6	29	§	Opt..	60¼–63	6800	P-36x6	P-36x6d	Own.....6A	6-4 x5¾	38.4	L...	Pr Cs.	Zen....	V...	Eis...	M..	RBos..	Gou...	12–	Ce....	35	B-L...	MDD.
Stewart.....20	25	$6500	220	64½–73¼	6900	P-34x7	P-34x7d	Cont.....7T	6-4½x5¼	43.7	L...	Fl Pr..	Zen....	V...	Remy.	B..	Remy.	USL.	12–118	Su....	55	Own..	MDD.
Studebaker.....N	15	§	158	.....	3585	B34x7.30	P-34x7	Own.....	6-3⅞x5	36.0	L...	Fl Pr..	Bal....	V...	Remy.	B..	Remy.	Wil...	6–155	N P...	N P...	Own..	SP....
Studebaker.....A	20	§	184	.....	3760	B34x7.30	P-34x7	Own.....	6-3⅞x5	36.0	L...	Fl Pr..	Bal....	V...	Remy.	B..	Remy.	Wil...	6–155	N P...	N P...	Own..	SP....
Studebaker.....D	21	§	184	.....	4085	P-32x6	P-32x6	Own.....	6-3⅞x5	36.0	L...	Fl Pr..	Bal....	V...	Remy.	B..	Remy.	Wil...	6–155	N P...	N P...	Own..	SP....
Twin City.....DW	25	§	210	72 –76	8000	P-36x6	P-36x6d	Own.....TW	4-4¼x6	28.9	I...	Pr Cs.	Zen....	V...	ABoe..	M..	L-N...	Wil...	12–130	N P...	N P...	Ful..	MDD.
Uppercu Coach.....S	32	§	240	70 –80	7400	S*-36x7	S*-36x10	Wauk...6A	6-4½x5¾	48.6	L...	Fl Pr..	Sch....	V...	ABos..	M..	L-N...	Exi...	12–160	N P...	N P...	B&B..	SP....
Victor.....80B	28–35	6600	221	64½–75	8000	P-38x7	P-38x7d	Cont....14H	6-4½x5¾	48x6	L...	Fl Pr..	Zen....	V...	Eis...	M..	N-E...	Wes...	6–125	N-P...	N-P...	Ful..	MDD.
Ward LaFrance...3B	25	§	196	58 –65½	6300	P-36x6	P-36x6d	Wauk...DU	4-4½x6¾	32.4	L...	Pr Cs.	Str....	V...	RBos..	M..	Remy.	Wil...	6–177	††	††	B-L...	MDD.
Ward LaFrance...4B6	25	5600	224	62 –72	6600	P-34x7	P-34x7d	Wauk...6QL	6-4 x5¾	38.4	L...	Pr Ck.	Str....	V...	RBos..	M..	A-L°.	Pre..	12–174	Ce....	.....	B-L...	MDD.
White.....53	14–21	4250	180	64 –67⅛	6000	B34x7.50	B34x7.50d	Own...GRB	4-4¼x5¾	28.9	L...	Pr Ck.	Zen....	V...	Opt...	M..	L-N...	Opt...	12–132	Ce....	.....	Own..	SP....
White.....50B	25–29	5350	198°	57¼–67⅛	6665	P-34x7	P-34x7d	Own....GRB	4-4¼x5¾	28.9	L...	Pr Cs.	Zen....	V...	Opt...	M..	L-N...	Opt...	12–132	Ce....	Opt...	Own..	SP....
Wilcox.....M†	.....	§	226¼	68½–80	.....	P-36x6	P-36x6d	Cont....14H	6-4½x5¾	48.6	L...	Fl Pr..	Zen....	V...	RBos..	B..	Del...	Exi...	12–	††	50	††	MDD.
Wilcox.....GW	29	.....	240	.....	.....	P-38x7	P-38x7d	Wauk...6AL	6-4½x5¾	48.6	L...	Pr Ck.	Zen....	V...	RBos..	....	Del...	Exi...	12–	.....	.....	.....	MDD.
Yellow Coach.....Z	67	§	200	71 –73⅜	7313	S-34x6	S*34x6d	Own.....Z	4-4 x6	25.6	Sl..	Pr Cs.	Zen....	G..	Opt...	M..	N-E...	Ves...	12–100	Ce....	32	Long..	SP....
Yellow (Double)...YZ	67	§	200	71 –73⅜	7515	S-34x6	S*-34x6d	Own.....YZ	6-4¼x5½	43.3	Sl..	Pr Cs.	Zen....	V...	N-E...	B..	N-E...	Ves...	12–100	Ce....	35	Long..	SP....
Yellow (Single)....YZ	29	§	200	72¼–76¾	7515	P-36x6	P-36x6d	Own.....YZ	6-4¼x5½	43.3	Sl..	Pr Cs.	Zen....	V...	N-E...	B..	N-E...	Ves...	12–100	Ce....	35	Long..	SP....
Yellow.....Y	29	§	225	73 –70¾	6000	P-38x8¼	P-36x6d	Own.....Y	6-4¼x5½	43.3	Sl..	Pr Cs.	Zen....	V...	N-E...	B..	N-E...	Ves...	12–100	None..	50	Long..	SP....
Yellow**.....Z-6	33–66	§	230	71 –73⅜	Var..	S-34x6	S-34x6d	Own.....YZ	6-4¼x5½	43.3	Sl..	Pr Cs.	Zen....	V...	N-E...	B..	N-E...	Exi...	12–100	None..	Opt...	None..	Non..
Yellow Coach.....X	17–21	§	210	66 –68¾	4800	B-34x7 5	B34x7.5d	Own.....X	6-3½x4½	29.4	Sl..	Pr Cs.	Zen.	V...	N-E...	B..	N-E...	Ves...	12–100	Ce....	††	Long.	SP....

ABBREVIATIONS:

°—Others furnished.
*—At extra cost.
**—Gas Electric
§—Prices on application.
§§—Generator only.
†—1925 Specifications.
††—Manufacturers did not furnish information.
‡—Also Fabric Joints
ABos—American Bosch.
A-L—Auto-Lite.
A-P—Air Pressure.
B—Battery.
B—Balloons (Tires).
Bal—Ball and Ball.
B&B—Borg & Beck.
BG—Bevel Gear.
B-L—Brown Lipe.
Blo—Blood.
BM—Battery and Magneto
B-PS—Bevel Pinion and Sector.
C&L—Cam and Lever.
Ce—Centrifugal.
CiSp—Circulating Splash
Cla—Clark.
Cle—Cleveland
Col—Columbia.
Cont—Continental.
Cot—Cotta. **Cov**—Covert
d—Dual.
Day—Dayton.
D-C—Disc Cast Steel
DD—Dead.
DeJ—DeJon.
Del—Delco.
Det—Detroit.
Dir—Direct.
D-P—Disk Pressed Steel.
DR—Double Reduction.
Dtl—Detlaff.
E—Free End. **Eat**—Eaton.
E-Ds—External Drive-shaft.
E-Fw—External Four Wheel.
Eis—Eisemann.
Eng—Engine.
E-P—Electric Pump
E-Rw—External Rear Wheels.
Exi—Exide.
½ F—Semi-Floating
¾ F—¾ Floating
F—In Head and Side.
FA—Drive taken through Front Axle.
FF—Full Floating.
Fl Pr—Full Pressure to all Main Bearings.
Ful—Fuller.
Ew—4-Binney. **G**—Gravity.
GE—GeneralElectric
Gem—Gemmer.
Gou—Gould. **Han**—Handy.
HaS—Hall Scott.
Heli—Helical.
Herc—Hercules.
Hob—Hobson.
Hoo—Hoopes.
Hyd—Hydraulic.
I—In Head.
Io—In Head: Overhead. camshaft,
I-Ds—Internal Driveshaft.
I-Fw—Internal Four Wheel.
IG—Internal Gear.
Ind—Indestructible.

Automobile Fatalities Compared With Registrations

Year	Total No. of Auto. Deaths	Total Auto. Registrations	No. of Deaths per 100,000 Autos
1917	9,097	4,971,000	183
1918	9,457	6,106,000	155
1919	9,825	7,597,000	129
1920	11,074	9,206,000	120
1921	12,370	10,506,000	118
1922	13,676	12,300,000	111
1923	16,452	15,313,000	107
1924	17,566	17,605,000	100
1925	19,800*	19,858,000	100

*Estimated.

Ratio of Automobile Deaths to Total Accidental Deaths

Year	Total Accidental Deaths	Deaths Due to Autos	Rate per 100,000 Population Total Accidental Deaths	Rate per 100,000 Population Deaths Due to Autos	Ratio of Auto to Total Deaths
1917	89,433	9,097	88.2	9.0	10.2
1918	83,959	9,457	82.3	9.3	11.3
1919	74,546	9,825	71.9	9.4	13.0
1920	76,024	11,074	71.4	10.4	14.6
1921	74,083	12,370	68.7	11.5	16.7
1922	76,510	13,676	70.0	12.5	17.9
1923	84,624	16,452	76.4	14.9	19.4
1924	85,684	17,566	76.4	15.7	20.5
1925	90,000*	19,800*	78.2	17.4	22.3

* Estimated.

Distribution of Automobile Fatalities by Other Agencies Involved*

Pedestrians	66.8%	Non-Collision Accidents..	6.8%	Street Cars.....	4.1%
Other Motor Vehicles....	9.6%	Fixed Objects.....	5.1%	Other Vehicles.....	2.8%
		Railroad Trains.....	4.8%		100.0%

* Data from Hoover Conference on Street and Highway Safety.

Bus Chassis—Continued

MISSION					REAR AXLE				BRAKES						SPRINGS			RUNNING GEAR								MAKE AND MODEL
Gearset or Electric Drive System									Service				Emergency		Front	Rear			Steering Gear				Wheels			
Make	Location	No. Fwd. Speeds or Elec. Motors	Low Gear Reduction	Universal Joints, Number and Make	Make and Model	Final Drive	Type	Total Ratio from Engine to Drive Wheels on Direct	Type and Location	Operation	Action	Braking Area (Sq. Ins.)	Type and Location	Braking Area (Sq. Ins.)	Length and Width (Ins.)	Length and Width (Ins.)	Shackles Type.	Front Axle Make	Make	Type	Outside Dia. of Minimum Turning Circle (Ft.)	Dia. of Rims	Make	No. (Dual = 1)	Type and Material	
B-L..	Eng..	4	5.35	2-Spi..	Tim....6422	Wo.	FF..	5.00	I-Fw..	Air...	Dir...	1084	I-Fw..	1084	50-3½	46-4	M....	Tim...	Ross.	C&L.	70°	20	Budd..	6	D-P...	Safeway.....63-64
B-L..	Eng..	3	4.00	2-Spi..	Tim....6422	Wo.	FF..	7.00	I-Fw..	Air...	Dir...	1246	I-Fw..	623	50-3½	46-4	M....	Tim...	Ross.	C&L.	72	20	Budd..	6	D-P...	Safeway.....66
Ful°	SeU...	8	6.33	4-Spi..	Wisc.1250-K	DR.	FF..	7.33	I-Rw..	Vac...	Dir...	530	E-Ds..	135	42-3	60-3½	M....	Own..	Ross.	C&L.	33	24	Budd..	4	D-P...	Schacht.....N
B-L..	Eng..	3	4.80	3-Blo...	Cla.....B501	SB..	¾F.	Opt..	E-Rw.	Mec..	Dir...	††	I-Rw..	††	41-2¼	60-2½	M....	Shu...	Ross.	C&L.	††	20	Van...	4	S-C...	Selden.....Pacemk†
B-L..	Eng..	4	5.35	3-Blo...	Cla.....B720	SB..	¾F.	Opt..	E-Rw.	Mec..	Dir...	††	I-Rw..	††	46-2¼	60-3	M....	Tim...	Ross.	C&L.	††	20	Van...	4	S-C...	Selden... R'dmaster†
B-L..	Eng..	4	5.35	2-Spi..	Tim.....	Wo.	FF..	6.00	I-Rw..	Mec..	Dir...	††	I-Rw..	††	48-3	54-5	M....	Tim...	Ross.	C&L.	††	24	Budd..	4	D-P...	Sterling.....GB6
Own..	Eng..	4	††	3-Spi..	Cla.....	Wo.	FF..	5.50	I-Rw..	Vac...	Dir...	††	E-Ds..	††	42-3	60-4	M....	Own..	Ross.	C&L.	40	20	Budd..	4	D-P...	Stewart.....20
Own..	Eng..	3	††	-Spi..	Own.....	SB..	½F.	.....	-Fw.	Hyd..	Dir...	††	E-Ds..	††	††	††	.....	Own..	Own..	††	61	20	Budd..	4	D-P...	Studebaker.....N
Own..	Eng..	3	††	-Spi..	Own.....	SB..	½F.	.....	-Fw.	Hyd..	Dir...	††	E-Ds..	††	††	††	.....	Own..	Own..	††	67	20	Budd..	4	D-P...	Studebaker.....A
Own..	Eng..	3	††	-Spi..	Own.....	SB..	½F.	.....	I-Fw.	Hyd..	Dir...	††	E-Ds..	††	††	††	.....	Own..	Own..	††	67	20	Budd..	4	D-P...	Studebaker.....D
Ful..	Eng..	4	6.3	3-Spi..	Tim. 6518B-2	Wo.	FF..	4.80	I-Rw..	Mec..	Dir...	500	I-Rw..	500	40-3	60-3½	M....	Tim...	Ross.	C&L.	72	24	Budd..	4	D-P...	Twin City.....DW
Ful..	UnFa..	4	6.25	4-Own..	Own....Spec.	FA..	RA.	None..	I-Rw..	A-P...	Dir...	††	E-Ds..	††	Heli...	64-4	R&E.	Own..	Ross.	C&L.	60	....	Budd..	4	D-P...	Uppercu Coach.....S
Ful..	Eng..	4	6.20	4-Uni..	Wisc..1305K	DR.	FF..	6.1	I-Rw..	Mec..	Dir...	††	E-Ds..	††	44-3	60-4	M....	Shu...	Ross.	C&L.	79	24	Budd..	4	D-P...	Victor.....80B
B-L..	SeU...	4	††	-Spi..	Tim....6566	Wo.	FF..	6.00	I-Rw..	Mec..	Dir...	††	I-Rw..	††	††	††	M....	Col...	Ross.	C&L.	72	24	Budd..	4	D-P...	Ward LaFrance....3B
B-L..	Eng..	4	5.35	3-Spi..	Tim.....	Wo.	FF.	5.4	E-Fw.	Mec..	Pow..	.....	I-Ds.	.....	.....	.....	M....	Shu...	Ross.	C&L.	.....	20	Budd..	4	D-P...	Ward LaFrance....4B6
Own..	Eng..	4	4.12	3-Spi..	Own.....	SB..	½F.	4.38°	I-Rw.	Vac...	Dir...	.....	E-Ds.	.....	41½-2½	60-3	M....	Own..	Own..	W&S.	57	20	Budd..	4	D-P...	White.....53
Own..	Eng..	4	4.12	3-Spi..	Own....50B	DR°	½F.	4.67°	I-Rw..	A-P...	Pow..	††	E-Ds.	††	41½-2½	60-3	M....	Own..	Own..	W&S.	66	20	Budd..	4	D-P...	White.....50B
B-L..	Eng..	4	3.95	-Spi..	Tim....6522	Wo.	FF..	.....	I-Rw..	††	††	††	E-Ds.	††	††	††	††	Tim...	Ross.	C&L.	††	24	Budd..	4	D-P...	Wilcox.....M
B-L..	.....	4	.....	-Spi..	Tim....6522	Wo.	FF.	.....	I-Rw.	.....	.....	.....	E-Ds.	.....	.....	.....	.....	Tim...	Ross.	C&L.	.....	24	Budd..	4	D-P...	Wilcox.....GW
B-L..	SeU...	4	4.98	2-‡Spi..	Own.....Z	Wo.	½F.	7.00	I-Rw.	Mec..	Dir...	594	I-Rw..	††	48-3½	60-4	R....	Own..	Ross.	C&L.	72	24	Own..	4	S-C...	Yellow Coach.....Z
B-L..	SeU...	4	4.98	2-‡Spi..	Own.....YZ	Wo.	½F.	7.00	I-Rw.	Mec..	Dir...	594	I-Rw..	††	48-3½	60-4	R....	Own..	Ross.	C&L.	72	22	Own..	4	S-C...	Yellow (Double)...YZ
B-L..	SeU...	4	4.98	2-‡Spi..	Own.....YZ	Wo.	½F.	5.20	I-Rw.	Mec..	Dir...	594	I-Rw..	††	48-3½	60-4	M....	Own..	Ross.	C&L.	72	24	Budd..	4	D-P...	Yellow (Single)....YZ
B-L..	Eng..	4	5.35	3-Spi..	Own.....Y	SB..	½F.	4.27	I-Rw.	A-P...	Dir...	304	I-Rw..	††	46-3½	60-3½	M....	Own..	Ross.	C&L.	64	....	Budd..	4	D-P...	Yellow.....Y
**	**	1	11.0	2-Spi..	Own.....YZ	Wo.	½F.	11.00	I-Rw.	Mec..	Dir...	304	I-Rw..	297	48-3½	60-4	R....	Own..	Ross.	C&L.	72	22	Day...	4	S-C...	Yellow**.....Z-6
B-L..	Eng..	4	4.84	3-Spi..	Own.....X	SB..	½F.	5.38	E-Rw.	Hyd..	Dir...	††	I-Rw..	††	42½-3	60-3	M....	Own..	Ross.	C&L.	58	....	Budd..	4	D-P...	Yellow Coach.....X

I-Rw—Internal Rear wheel.
Jac—Jacox.
L—L Head.
L-N—Leece Neville.
Lyc—Lycoming.
M—Magneto. [Ignition]
M—Metal (Shackles).
MDD—Multiple Dry Disk.
M&E—Merchant & Evans.
Mec—Mechanical.
Mich—Michigan
M.M.—Mechanics Machine.
Mot—Motor Wheel.
N-E—North East.
N-P—No Provision.
Opt—Optional.

P—Pneumatic (Tires).
P—Pressure (Fuel Feed).
Pet—Peters.
Pic—Pick.
Pie—Pierce.
Pow—Power Operated.
PrCs—Pressure to all crankshaft and connecting rod bearings; splash to other parts.
PrCk—Pressure to all camshaft connecting rod and camshaft bearings; splash to other parts,
Pre—Prestolite.
R—Rubber.
RA—Wheels Swung from Radius Arms.

RBos—Robert Bosch.
RwDs—Rear wheels & drive shaft.
S—Solid.
SB—Spiral Bevel.
S-C—Spoked Cast Steel.
Sch—Schebler.
SeU—Separate Unit.
She—Sheldon.
Shu—Shuler.
S&L—Screw and Lever.
Sl—Sleeve Valve.
Smi—Smith.
S&N—Screw and Nut.
Sne—Snead.
SP—Single Plate.
S-P—Spoked Pressed Steel.

Spi—Spicer
Spl—Splitdorf.
SpPr—Pressure to main crankshaft bearings only. Splash to other parts.
Stew—Stewart.
Str—Stromberg.
Su—Suction.
S-W—Spoked Wood.
T—T Head.
TB—Straight Bevel.
Tim—Timken.
Uni—Universal Machine.
Un FA—Unit with Front Axle
U-P—Universal Products.

V—Vacuum.
Vac—Vacuum.
Var—Various.
Ves—Vesta.
War—Warner Corp,
Wauk—Waukesha.
Wes—Westinghouse.
Wil—Willard.
Wisc—Wisconsin.
Wo—Worm.
W&R—Worm & Roller,
W&S—Worm and Sector
W&W—Worm & Wheel.
Yell—Yellow Sleeve.
Zen—Zenith.

Motor Fatalities in Cities of More Than 100,000 Population

(Compiled by National Automobile Chamber of Commerce)

	Year 1926	Year 1925		Year 1926	Year 1925		Year 1926	Year 1925
New York	1060	1022	Denver, Colo.	48	38	San Antonio	37	36
Chicago, Ill.	692	639	Louisville, Ky.	52(12*)	59(7*)	Salt Lake City	27	41
Philadelphia	328	308	Oakland, Cal.	—	60	Youngstown	—	36
Detroit, Mich.	385	336	Rochester, N.Y.	67	53	Bridgeport	28	24
Cleveland, O.	258	226	Dallas, Texas	55	55	Dayton, Ohio	69	46
Baltimore, Md.	177	154	Toledo, Ohio	75	68	Scranton, Pa.	23	25
Boston, Mass.	151	152	Birmingham	53	53	Des Moines, Ia.	28	22
St. Louis, Mo.	181	199	Providence	61(31*)	79(27*)	Springf'ld. Mass.	38(3*)	23(11*)
San Francisco	128	102	Columbus, O.	70	74	Nashville	40	36
Pittsburgh	164(41*)	162(35*)	St. Paul, Minn.	45	47	Paterson, N. J.	16	17
Los Angeles	239	237	Houston, Tex.	35	28	Kansas C'y, Kan.	5	19
Buffalo, N. Y.	132	127	Memphis	53(29*)	49(25*)	New Bedford	8	15
Milwaukee	93	99	Akron, Ohio	58	55	Fall River	19(7*)	17(6*)
Washington	74	80	Atlanta, Ga.	77(22*)	70(27*)	Camden, N. J.	22	16
Minneapolis	69	76	Omaha, Nebr.	25	29	Spokane, Wash.	27	22
Cincinnati, O.	124	126	Richmond, Va.	38	41	Albany, N. Y.	41	33
Newark, N. J.	111	109	Worcester	19	27	Lowell, Mass.	22	26
New Orleans	89	80	Fort Worth	—	25	Cambridge	19	22
Kansas C'y, Mo.	82	90	New Haven	23	25	Trenton, N. J.	34(19*)	39(20*)
Seattle, Wash.	67	65	Syracuse, N.Y.	44	28	Yonkers, N. Y.	—	—
Indianapolis	81	74	Norfolk, Va.	—	16	Reading, Pa.	17(6*)	18
Portland, Ore.	44	40	Grand Rapids	31(19*)	36(12*)	Wilmington	28	18
Jersey City	41	63	Hartford	38(15*)	52(22*)			
						Totals	6285	6047

* Accidents included in total, but occurred outside city limits.

American Bus Bodies

BODIES FURNISHED BY BODY MANUFACTURERS

BODY MAKE AND MODEL	DESIGNED FOR CHASSIS	Type	Seating Capacity	MATERIALS: Frame	MATERIALS: Panel	GENERAL DIMENSIONS: Lenght (Ins.)	GENERAL DIMENSIONS: Width (Ins.)	GENERAL DIMENSIONS: Height Including Chassis (Ins.)	GENERAL DIMENSIONS: Body Weight (Lbs.)	GENERAL DIMENSIONS: Floor Height Loaded (Ins.)	GENERAL DIMENSIONS: Step Height Loaded (Ins.)	SEATS: Double (No.)	SEATS: Single (No.)	SEATS: Other (Capacity)	SEATS: Upper Deck (Capacity)	SEATS: Aisle Width (Ins.)	Baggage Compartment Location	DOORS: Front Right	DOORS: Front Left	DOORS: Rear Right	DOORS: Rear Left	DOORS: Other (Location)	WINDOWS: Total No.	WINDOWS: No. Movable	WINDOWS: Regulator Make	INTERIOR FINISHINGS: Seats Make	INTERIOR FINISHINGS: Seats Upholstery	INTERIOR FINISHINGS: Covering Material Lining	INTERIOR FINISHINGS: Covering Material Ceiling	INTERIOR FINISHINGS: Covering Material Floor	ROOF: Material	Dome Lights: No. and Cp.	VENTILATORS: Roof Make	VENTILATORS: Roof Number	VENTILATORS: Cowl (Type)	VENTILATORS: Windshield (Type)	VENTILATORS: Others	HEAT: Heating Equipment Make	FITTINGS: Buzzer Signal	FITTINGS: Draw Shades	FITTINGS: Pillar Mirrors	FITTINGS: Coat Hooks	FITTINGS: Standee Straps or Rods	FITTINGS: Seat Hand Holds	Exterior Finish
Bender Body	White 50B	PC	29	Ash	Al	371	94	98	?	30	16	12	N	5	N	15½	Rr	Y	Y	N	Y	N	16	14	Tern	Own	Moh	Lea	Im.Lea	Rub	RCF	8–21	N-L	6	T.	N	N	Own	N	Y	N	N	N	N	Pyr.
Bender Body	White 50B	SDC	25	Ash	Al	311	90	111	?	30	16	10	N	5	N	16	N	Y	N	N	Y	RC	22	10	?	Own	Lea	Al	Plyw	Lin	Canv	6–21	N-L	4	T.	N	N	Own	PB	N	N	N	Y	Y	Pyr.
Bender Body	White 50A	Sed	22	Ash	Al	314	84	88	?	30	16	6	N	N	N	18	Rr	Y	Y	Y	Y	Sed	13	12	Tern	Own	Lea	Lea	Im.Lea	Rub	RCF	6–21	N-L	4	T.	N	N	Own	N	Y	Y	N	N	N	Pyr.
Brown Body Corp	Stand. Chassis	SDC	29	Ash	Al	275½	90	Var	3850	Var	Var	6	N	5	N	16	N	Y	Y	Y	Y	N	7	7	?	Own	Lea	Im.Lea	None	N	Plyw	8–21	N-L	4	T.			Perf	PB	N	N	N	Y	Y	Opt.
Brown Body Corp	Stand. Chassis	PC	29	Ash	Al	275½	90	Var	4400	Var	Var	6	N	5	N	14½	Rf°	Y	Y	Y	Y	N	6	5	Tern	Own	Lea	Im.Lea	?	N	Plyw	10–21	N-L	5	T.		QL	Perf	C	Y	Y	Y	N	Y	Opt.
Brown Body Corp	Stand. Chassis	PC	29	Ash	Al	275½	90	Var	4200	Var	Var	6	N	5	N	14½	Rf°	Y	Y	Y	Y	N	8	8	?	Own	Lea	Im.Lea	?	N	Plyw	8–21	N-L	4	T.		QL	Perf	C	Y	N	N	N	Y	Opt.
Cambridge Body Mfg	Stand. Chassis	PC	17°	A-M	St	203°	75°	Var	Var	Var	Var	Var	Var	17°	N	12	Rf	Y	Y	N	Y	N	11	8°	Cl-Sm	Kn-Ad	Lea	Im.Lea	Im.Lea	Lin	GW	6°–6	Ser	3	T.	N	N	Own	C	Y	N	N	N	N	Pyr.
Cambridge Body Mfg	Stand. Chassis	Sed	15	A-M	St	167	76	Var	Var	Var	Var	N	N	15	N	N	Rf	Y	Y	Y	Y	Sed	9	6	Cl-Sm	Own	Lea	Im.Lea	Im.Lea	Lin	GW	–6	Ser	?	T.	N	N	Own	C	Y	N	N	N	N	Pyr.
Cambridge Body Mfg	Stand. Chassis	Sed	19	A-M	St	198	76	Var	Var	Var	Var	N	N	19	N	N	Rf°	Y	Y	Y	Y	Sed	11	8	Cl-Sm	Own	Lea	Im.Lea	Im.Lea	Lin	GW	–6	Ser	?	T.	N	N	Own	C	Y	N	N	N	N	Pyr.
Carolina Body	Std. Chass. 162″	Sed	12	Ash	St	162	63	54	1800	27	14	N	N	12	N	N	Rf°	Y	Y	Y	Y	2R	11	8	Tern	Own	Lea	Im.Lea	Im.Lea	Lin	?	2–21	Lima	1	T.	T.	N	Pion	N	N	N	N	N	N	Pyr.
Carolina Body	Brockway EB	SDC	18	Ash	St	171	83½	74	3000	?	16	6	1	5	N	16	N	Y	N	N	N	RC	14	11	Edw	H-W	Rat	None	None	Lin	Canv	4–21	Lima	2	N	T.	N	Own	PB	N	N	N	Y	Y	Pyr.
Carolina Body	Internat SL36	PC	16	Ash	St	193¼	75½	60	2900	27¼	17¾	3	6	4	N	11½	Rf	Y	N	N	Y	N	11	10	Tern	Karp	Lea	Steel	Im.Lea	Lin	?	6–21	N-L	2	T.	T.	Hd	Own	C	Y	N	N	N	N	Pyr.
Carolina Body	Studebaker 158″	Sed	15	Ash	St	167	76	53	2615	?	16	1	1	12	N	N	Rr°	Y	Y	Y	Y	2R	14	10	Dura	Own	Lea	Im.Lea	Im.Lea	Lin	?	4–12	Lima	2	T.	A.	N	Own	C	Y	N	N	N	N	Pyr.
Carolina Body	Studebaker 158″	PC	15	Ash	St	167	76	53	2600	27	16	1	1	12	N	N	Rf°	Y	Y	Y	Y	2R	14	10	Dura	AC&W	Lea	Im.Lea	Im.Lea	Lin	?	4–12	Lima	2	T.	A.	N	Own	C	Y	N	N	N	N	Pyr.
Carolina Body	White 53	PC	15	Ash	St	218	84	60	?	?	15	2	6	4	N	12	Rr°	Y	Y	N	Y	N	12	10	C.S.	Own	Lea	Im.Lea	Im.Lea	Lin	?	6–21	Lima	3	T.	A.	N	Own	C	Y	N	N	N	N	Pyr.
Carolina Body	Studebaker 184″	Sed	19	Ash	St	197	76	53	2900	?	16	1	1	16	N	N	Rf°	Y	Y	Y	Y	3R	16	12	Dura	Own	Lea	Im.Lea	Im.Lea	Lin	?	6–12	Lima	3	T.	A.	Hd	Own	C	Y	N	N	N	N	Pyr.
Carolina Body	Studebaker 184″	PC	19	Ash	St	197	76	53	2900	?	16	1	1	16	N	N	Rr°	Y	Y	Y	Y	3R	16	12	Dura	AC&W	Lea	Im.Lea	Im.Lea	Lin	?	6–12	Lima	3	T.	A.	Hd	Own	C	Y	N	N	N	N	Pyr.
Carolina Body	Studebaker 158″	SDC	17	Ash	St	175¼	84	74	2800	?	16	6	1	5	N	?	N	Y	N	N	Y	N	13	13	Edw	H-W	Rat°	Ven	Ven	N	Canv	4–21	Lima	2	N	T.	N	Own	PB	N	N	N	Y	N	Pyr.
Carolina Body	Stud. & White	SDC	21	Ash	St	205¼	84	74	3200	28½	16	8	1	5	N	?	N	Y	N	N	Y	N	15	15	Edw	H-W	Rat°	Ven	Ven	N	Canv	6–21	Lima	3	N	T.	N	Own	PB	N	N	N	Y	N	Pyr.
Fitzjohn A	Reo 176	SDC	21	Ash	St	198½	87	105	3200	27	15	8	N	5	N	17	N	Y	N	N	Y	N	15	15	?	H-K	Lea	Ven	Cor	N	OD	4–21	N-L	2		T.	N	Own	PB	N	N	N	Y	Y	Opt.
Fitzjohn B	Reo 176	SDC	21	Ash	St	209¾	85	103	3010	26	14	8	N	5	N	14½	N	Y	N	N	Y	N	11	11	?	H-K	Lea	Ven	Cor	N	OD	6–21	N-L	2	T.	T.	N	Own	PB	N	N	N	Y	Y	Opt.
Fitzjohn B Spec	Studebaker 184	SDC	21	Ash	St	209¾	85	110½	3100	27	15	8	N	5	N	14½	N	Y	N	N	Y	RC	11	11	?	H-K	Lea	Ven	Cor	Lin	OD	6–21	N-L	2	T.	T.	N	Own	C	Y	Y	N	N	N	Opt.
Fitjohn C	Reo 176	PC	21	Ash	St	214	88	92	3100	26	13¾	8	N	5	N	9½	Rf	Y	N	N	Y	N	12	10	Tern	Kn-Ad	Moh	Lea	Lea	Car	OD	6–21	N-L	2	T.	N	N	Own	C	Y	Y	N	N	N	Opt.
Fitzjohn D	?	PC	12	Ash	St	167	73	84	2100	27	15	2	4	4	N	11	Rf	Y	N	N	Y	N	10	8	C.S.	AC&W	Lea	Lea	Lea	Lin	OD	4–21	N-L	2		T.	N	Own	C	Y	Y	N	N	N	Opt.
Fitzjohn E-15	Studebaker 184	PC	15	Ash	St	201	76½	92	2720	27	15	3	5	4	N	14	Rf	Y	N	N	Y	N	12	10	C.S.	AC&W	Lea	Lea	Lea	Lin	OD	6–21	N-L	2	T.	A.	N	Own	C	Y	Y	N	N	N	Opt.
Fitzjohn E-18	Studebaker 184	PC	18	Ash	St	206	84	92	2870	27	15	6	2	4	N	9½	Rr	Y	N	N	Y	N	12	10	C.S.	AC&W	Lea	Lea	Lea	Lin	OD	6–21	N-L	2	T.	A.	N	Own	C	Y	Y	N	N	N	Opt.
Fort Smith Body 100	Ford & Chev	SB	25°	Oak	Wd	144	64	112	1200	38	16	N	N	25°	N	?	N	Y	Y	N	N	RC	12	12	Ill	Own	Im.Lea	None	None	Oak	OD	None	None	N	N	T.	N	None	N	N	N	N	N	N	P&V
Fort Smith Body 100	Ford & Chev	SB	35°	Oak	Wd	192	64	112	1600	38	16	N	N	35°	N	?	N	Y	Y	N	N	N	16	16	Ill	Own	Im.Lea	None	None	Oak	OD	None	None	N	N	T.	N	None	N	N	N	N	N	N	P&V
Kuhlman K	Std. Chassis	SDC	25	St	Plym	246⅜	90	101	3700	30	16	10	N	5	N	17	N	Y	N	N	Y	N	14	12	Own	Own	Lea	Mahog	Ven	Lin	Plyw	6–21	N-L	3	T.	S.	N	Petry	PB	N	N	N	N	N	Opt.
Kuhlman K	Std. Chassis	SDC	29	St	Plym	275⅝	90	101	4000	30	16	12	N	5	N	17	N	Y	N	N	Y	N	16	14	Own	Own	Lea	Mahog	Ven	Lin	Plyw	8–21	N-L	4	T.	S.	N	Petry	PB	N	N	N	N	N	Opt.
Kuhlman 21P	White 53	SDC	21	St	Plym	205¾	88	101	3200	30	16	8	N	5	N	17	N	Y	N	N	Y	N	10	8	Own	Own	Lea	Mahog	Ven	Lin	Plyw	6–21	N-L	3	T.	S.	N	Petry	PB	N	N	N	N	Y	Opt.
Kuhlamn 16P	White 53	PC	16	St	Plym	220	80	93	3500	30	16	4	4	4	N	15	Rr	Y	Y	N	Y	N	9	8	Own	Own	Lea	Im.Lea	Im.Lea	Lin	Wd	6–21	N-L	3	T.	S.	N	Petry	PB	Y	N	N	N	N	Opt.
Kuhlman 24P	Stand. Chassis	PC	24	St	Plym	256	90	96	4500	29½	15½	8	N	8	N	11	Fr	Y	Y	N	Y	N	12	10	Own	Own	Lea	Im.Lea	Im.Lea	Lin	Spec	6–21	N-L	3	T.	S.	N	Petry	PB	N	N	N	N	N	Opt.
Paterson Vehicle C	Any 196″	SDC	25	Ash	A&S	235⅝	88	Var	3700	Var	Var	12	1	N	N	20	N	Y	Y	N	N	RC	16	13	?	Own	Lea	None	Ven	Lin	Canv	6–21	Lima	3	S.	T.	N	Petry	PB	N	N	N	Y	Y	Opt.
Paterson Vehicle C	Any 220″	SDC	29	Ash	A&S	260	88	Var	3500	Var	Var	14	1	N	N	20	N	Y	Y	N	N	RC	18	15	?	Own	Lea	None	Ven	Lin	Canv	8–21	Lima	4	S.	T.	N	Petry	PB	N	N	N	Y	Y	Opt.
Paterson Vehicle B	Any 176″	SDC	21	Ash	A&S	202	85	Var	2600	Var	Var	10	1	N	N	18	N	Y	Y	N	N	RC	14	11	?	Own	Lea	None	Ven	Lin	Canv	6–21	Lima	3	N	T.	UW	Petry	PB	N	N	N	Y	Y	Opt.
Paterson Vehicle	Any 180″	PC	20	Ash	A&S	206	88	Var	3200	Var	Var	10	N	N	N	14	Rf	Y	Y	N	N	RC	9	8	?	Kn-Ad	Lea	Im.Lea	Im.Lea	Lin	Canv	6–21	Lima	3	S.	T.	UW	Petry	C	Y	Y	N	N	N	Opt.
Springboro Mfg S12	Ford,Chev, Dod	SB	?	O&S	St	144	60	54	1000	24	14	N	N	?	N	?	N	Y	Y	N	N	RC	5	5	?	Own	Im.Lea	None	None	N	OD	N	N	N	N	N	N	None	N	N	N	N	N	N	?
Springboro Mfg S16	FordChev,Dod	SB	?	O&S	St	192	60	54	1250	24	14	N	N	?	N	?	Rf	Y	Y	N	N	RC	6	6	?	Own	Im.Lea	None	None	N	OD	N	N	N	N	N	N	None	N	N	N	N	N	Y	P&V
Wayne Works 30	Any	Sed	11§	H-O	Plyw	144§	60	54†	1200§	Var	Var	N	N	11§	N	?	Rf	Y	Y	N	N	Y	N	?	?	ABF	Own	Opt	¿	?	Plyw	Lin	OD	?	Lima	2–4	N	T.	N	None	PB	N	N	N	N	Y	P&V
Wayne Works 40	Any	SDC	12§	H-O	Plyw	144§	82	62†	1400§	Var	Var	N	N	12§	N	?	Opt	Y	N	N	Y	N	?	?	N	Own	Im.Lea	?	Plyw	N	OD	?	Lima	2–4	N	T.	N	None	PB	N	N	N	N	Y	P&V
Wayne Works 50	Any	SDC	30§	H-O	Plyw	144§	82	62†	1300§	Var	Var	N	N	30§	N	?	Opt	Y	N	N	Y	N	?	?	N	Own	Im.Lea	?	Plyw	N	OD	?	N	N	N	A.	N	None	N	N	N	N	N	Y	P&V
Wayne Works 68	Any	SB	18§	H-O	Plyw	140§	60	56†	960§	Var	Var	N	N	18§	N	?	Rf	Y	Y	N	N	RC	?	?	Own	Own	Im.Lea	?	Plyw	N	OD	?	Lima	2–4	N	T.	N	None	PB	N	N	N	N	Y	P&V
Whitfield	Larrabee XH-31	SDC	21°	A-O	St	213	80°	96°	2900°	28	16	8	N	5	N	9°	Rf	Y	N	N	Y	Opt	14	11	Edw	Var	Im.Lea	Im.Lea	Im.Lea	Lin	Canv	6–21	Lima	2	S.	N	N	Petry	C	Y	Y	Y	N	N	Pyr.

American Bus Bodies—Continued

BODY MAKE AND MODEL	DESIGNED FOR CHASSIS	Type	Seating Capacity	MATERIALS: Frame	MATERIALS: Panel	GENERAL DIMENSIONS: Length (Ins.)	GENERAL DIMENSIONS: Width (Ins.)	GENERAL DIMENSIONS: Height Including Chassis (Ins.)	GENERAL DIMENSIONS: Body Weight (Lbs.)	GENERAL DIMENSIONS: Floor Height Loaded (Ins.)	GENERAL DIMENSIONS: Step Height Loaded (Ins.)	SEATS: Double (No.)	SEATS: Single (No.)	SEATS: Other (Capacity)	SEATS: Upper Deck (Capacity)	SEATS: Aisle Width (Ins.)	Baggage Compartment Location	DOORS: Front Right	DOORS: Front Left	DOORS: Rear Right	DOORS: Rear Left	DOORS: Other (Location)	WINDOWS: Total No.	WINDOWS: No. Movable	WINDOWS: Regulator Make	INTERIOR FINISHINGS: Seats Make	INTERIOR FINISHINGS: Seats Upholstery	INTERIOR FINISHINGS: Covering Material Lining	INTERIOR FINISHINGS: Covering Material Ceiling	INTERIOR FINISHINGS: Covering Material Floor	ROOF: Material	Dome Lights: No. and Candle-power	VENTILATORS: Roof Make	VENTILATORS: Roof Number	VENTILATORS: Cowl or Hood (Type)	VENTILATORS: Windshield (Type)	VENTILATORS: Others	HEAT: Heating Equipment Make	FITTINGS: Buzzer Signal	FITTINGS: Draw Shades	FITTINGS: Pillar Mirrors	FITTINGS: Coat Hooks	FITTINGS: Standee Straps or Rods	FITTINGS: Seat Hand Holds	Exterior Finish
BODIES FURNISHED BY CHASSIS MANUFACTURERS																																													
A. C. F. D-5	A. C. F. 230	SDC	31	Wood	St	285 5/16	96	103½	7000	21⅜	10½	11	0	9	0	21	N	Y	N	N	Y	N							Brill	Lea	None	None	Lin	Lea	10–21	N-L	4	N	T.	N	Own	PB	N	N	N	Y	Y	Pyr.
A. C. F. F-1	A. C. F. 230	DDC	57	Wood	Al	328	96	155	10300	21½	11	13	1	0	30	21	N	Y	N	Y	N	N							Brill	Lea	Al	Al	Lin	Canv	19–21	N-L	12	N	A.	N	Own	PB	N	N	N	Y	Y	Pyr.
Acme	Acme 116	Sed	16	Oak	St	303	90	85		23	14	0	0	16	0	N	Rr	Y	Y	Y	Y	2R	10	10	Dura	Own	Lea	Im.Lea	Im.Lea	Lin	Fabb	4–12	N-L	2	S.	T.	N	Kysor	C.	N	Y	N	N	N	P&V
Acme	Acme 118	Sed	18	Oak	St	337	90	88		33	14	0	0	18	0	N	Rr	Y	Y	Y	Y	3R	12	12	Dura	Own	Lea	Im.Lea	Im.Lea	Lin	Fabd	6–12	N-L	3	S.	T.	N	Kysor	C.	N	Y	N	N	N	P&V
Acme	Acme 121	SDC	22	Oak	St	315	93	107		23	14	8	1	5	0	9¼	Rf	Y	Y	Y	Y	N	10	8	Dura	Kn-Ad	Lea	Im.Lea	Velour		Fabd	6–12	N-L	3	S.	T.	N	Kysor	C.	Y	Y	Y	N	N	P&V
Fageol B	Fageol 230	PC	26	Wood	Al	274	92	94½	3780	22½	15	11	0	4	0	10	Rf	Y	Y	Y	Y	N			Tern	Own	Lea	Moh	Velour	Vyt	Fabd	8–21	N-L	3	T.	S.	N	Own	PB	N	Y	Y	N	N	Pyr.
Fageol	Fageol 230	SDC	29	Wood	Al°		94	107¾	3600	22½		12	0	5	0	21½	N	Y	Y	Y	Y	N			Tern	H-K	Lea	Fabd	Fabd	Lin	Fabd	8–21	N-L	4	T.	T.	N	Own	PB	N	N	N	Y	N	Pyr.
Garford	Garford KB	PC	19	Wood	St	276½	84	93		25	16	6	2	5	N	10	Rf	Y	N	N	Y	N	11	8		Own°	Lea	Fabd	Fabd	Lin	Canv	4–21	N-L	2	T.	A.	N	Kysor	C.	N	N	N	N	N	Pyr.
Garford PAYE	Garford KB	SDC	21	Wood	St	276½	84	104		25	16	8	N	5	N	12	Rf	Y	N	N	Y	N	11	8		H-W	Lea	Wood	Plyw	N	Canv	4–21	N-L	2	S.	A.	Hd.	Kysor	C.	N	N	N	Y	Y	Pyr.
Graham Bros. 502	Graham YC	SDC	21	Ash	St	250	86	105	3120	27½	16	10	1	0	0	18½	N	Y	N	N	N	RC	12	9	None	Own	Lea	None	Wood	Mat	Canv	6–21	E&M	3	N	T.	N	Own	PB	Y	N	N	N	Y	Pyr.
Graham Bros. 545	Graham JC	PC	12	A-O	Al	259	77	99		28	17	0	12	0	0	16	Rf	Y	N	N	N	RC	9	8	Tern	Own	Lea	Im.Lea	Im.Lea	Lin	Canv	6–21	E&M	3	N	T.	F.	Own	PB	Y	N	N	N	N	Pyr.
Mack	MackAL –230″	SDC	29	Wood	Al	261½	88	110	3880	28	17	Opt.	Opt.	29	0	17	N	Y	N	Y	N			14	?	Own	Lea	Im.Lea	?	Lin	Plyw	10–21	N-L	4	T.	A.	TW.	Own	PB	N	N	N	Y	Y	P&V
Mack	MackAL –230″	PC	28	Wood	Al	280	90	94	4700	28	14½	N	28	0	N	12	Rf	Y	Y	N	Y	N		12	?	Own	Lea	Im.Lea	Im.Lea	Lin	Plyw	8–21	N-L	4	S.	S.	N	Own	C.	Y	Y	Y	N	N	P&V
Mack AB	Mack 196″	SDC	25	Wood	Al	230	88	108	3270	25⅝	15	Opt.	Opt.	25	0	17	N	Y	N	N	Y	N	?	12	?	Own	Lea	?	?	Rub	Plyw	8–21	N-L	3	T.	A.	TW.	Own	PB	N	N	N	Y	Y	P&V
Mack AB	Mack 225″	SDC	29	Wood	Al	261	88	108	3880	25⅝	15	Opt.	Opt.	29	0	17	N	Y	N	N	Y	N	?	14	?	Own	Lea	?	?	Rub	Plyw	10–21	N-L	4	T.	A.	TW.	Own	PB	N	N	N	Y	Y	P&V
Mack AB	Mack 230″	PC	?	Wood	Al	261½	90	96	3725	28	17	N	?	?	N	12	Rf	Y	Y	N	Y	N	?	10	?	Own	Lea	Im.Lea	Im.Lea	Rub	Plyw	8–21	N-L	4	T.	S.	N	Own	C.	Y	Y	Y	N	N	P&V
Reo	Reo W	SDC	21	Hd Wd	St	196	87½	106½	3500	27	15¾	8	0	5	0	17	N	Y	N	N	Y	N	17	15	Rex	H-K	?	?	Beav	Wood	Canv	4–21	N-L	2	N	T.	UW.	?	PB	N	N	N	Y	Y	Opt.
Reo	Reo W	PC	21	Hd Wd	St	212¼	87½	98½	3640	26	13½	8	N	5	N	10	Rf	Y	N	N	Y	N	14	10	?	Kn-Ad	Lea	Im.Lea	Im.Lea	Opt	Canv	6–21	N-L	2	T.	N	N	?	C.	Y	N	N	N	N	Opt.
Reo	Reo W	Sed	17°	Hd Wd	St	198	83	97	3100	27	14½	0, 4	2, 3	15, 4	N	11½	Rf°	Y	N	Y	N	1-R	11	8	Perf	Kn-Ad	Lea	Im.Lea	Im.Lea	Lin	Canv	6–21	N-L	2	T.	T.	N	?	C.	Y	N	N	N	N	Opt.
Reo Pay E.	Reo W	SDC	21	Hd Wd	St	210½	86	103½	3625	26¼	14	8	0	5	0	13	N	Y	N	N	Y	N	13	?	?	H-K	Lea	None	Beav	N	?	6–21	N-L	2	T.	N	N	?	PB	N	N	N	Y	Y	?
Ruggles 60-P-19	Ruggles 60	PC	19	St	St	218½	84	90¾	2950	25	12	6	2	5	N	10	Rf	Y	Y	Y	N	N	10	10	Dura	Var	Opt	Opt	Fabd	Lin	RCF	6–21	ESS	2	T.	N	N	Petry	C.	N	Y	Y	N	Y	Pyr.
Ruggles 60-S-21	Ruggles 60	SDC	21	St	St	207½	88	100½	3200	25	12	8	0	5	N	16	Rf	Y	Y	Y	N	N	12	11	Edw	Var	Opt	Opt	Fabd	Lin	RCF	6–21	ESS	2	T.	N	N	Petry	PB	N	N	N	Y	Y	Pyr.
Ruggles 65-P-25	Ruggles 65	PC	25	St	St	255	88	89¾	3750	24	12	10	0	5	N	14	Rf	Y	Y	Y	N	N	12	12	Dura	Var	Opt	Opt	Fabd	Lin	RCF	6–21	ESS	4	T.	N	N	Petry	C.	N	Y	Y	N	Y	Pyr.
Ruggles 65-S-25	Ruggles 65	SDC	25	St	St	239½	88	99½	3905	24	12	10	0	5	N	16	Rf	Y	Y	Y	N	N	14	13	Edw	Var	Opt	Opt	Fabd	Lin	RCF	6–21	ESS	4	T.	N	N	Petry	PB	N	N	N	Y	Y	Pyr.
Ruggles 70-P-29	Ruggles 70	PC	29	St	St	279½	90	89¾	4665	24	12	12	0	5	N	14	Rf	Y	Y	Y	N	N	14	14	Dura	Var	Opt	Opt	Fabd	Lin	RCF	6–21	ESS	4	T.	N	N	Petry	C.	N	Y	Y	N	Y	Pyr.
Ruggles 70-S-29	Ruggles 70	SDC	29	St	St	279½	90	99½	4800	24	12	12	0	5	N	18	Rf	Y	N	Y	N	N	16	15	Edw	Var	Opt	Opt	Fabd	Lin	RCF	6–21	ESS	4	T.	N	N	Petry	PB	N	N	N	Y	Y	Pyr.
Ruggles 70-S-33	Ruggles 70	SDC	33	St	St	309½	90	99½	4900	24	12	14	0	5	N	18	Rf	Y	N	Y	N	N	18	17	Edw	Var	Opt	Opt	Fabd	Lin	RCF	8–21	ESS	6	T.	N	N	Petry	PB	N	N	N	Y	Y	Pyr.
Six Wheel 66	Six Wheel. 234″	DDC	62	St	Al	312	94	158½	8660	25	11	15	2	0	30	20	N	Y	N	Y	N	N	44	41	Edw	H-K	Lea	Plyw	Al°	Lin	Im.Lea	17–21	N-L	4	S.	A.	N	Petry	PB	N	N	N	N	Y	En.
Six Wheel 64	Six Wheel. 224″	PC	29	Ash	Al	261	88	104	3518	25	15	12	0	5	N	16	Rr	Y	N	Y	Y	N	14	11	Tern	H-K	Lea	Im.Lea	Im.Lea	Lin	Im.Lea	8–21	N-L	3	T.	A.	IW°	Petry	C.	Y	N	N	N	N	Opt.
Six Wheel 64	Six Wheel. 224″	SDC	29	Ash	Al	261	88	104	3550	25	15	12	0	5	N	16½	N	Y	N	N	Y	N	14	11	Cle	H-K	Lea	Plyw	Fabd	Lin	Im.Lea	8–21	N-L	3	T.	A.	IW°	Petry	C.	N	N	N	Y	Y	Opt.
Yellow Coach Y	YellowCoach Y	PC	29	Ash	Al	278	88	89	?	23	13	12	0	5	N	11	Rf	Y	N	Y	Y	N	12	12	Tern	H-W	Lea	Mahog	Mahog	Lin	Im.Lea	10–21	Gar	4	S.	A.	Hd.	Own	C.	Y	Y	N	N	N	Pyr.
Yellow Coach Z	Yellow Coach.Z	SDC	29	Ash	Al	276	88	98	?	26	15	12	0	5	N	16	N	Y	N	N	Y	N	15	14	?	H-K	Lea	Mahog	Plyw	Lin	Canv	10–21	Gar	4	S.	A.	N	Own	PB	N	N	N	Y	Y	Pyr.
Yellow Coach Z	Yellow CoachZ	DDC	67	Ash	Al	312	92½	127	?	24¾	14	15	0	0	37	19	N	N	Y	N	N	RC	15	13	?	H-W	Rat	Ash	Plyw	Lin	Canv	10–21	N	N	N	A.	TW.	Own	PB	N	N	N	N	N	Pyr.
Yellow Coach X	Yellow CoachX	SDC	21	Ash	Al	194	88	97	?	24	14	8	0	5	N	17	N	Y	N	N	Y	Opt.	11	11	?	H-K	Lea	Mahog	Plyw	Lin	Canv	8–21	Gar	3	?	?	?	Own	C.	N	N	N	Y	Y	Pyr.
Yellow Coach X	Yellow CoachX	PC	21	Ash	Al	219	81	88	?	24	14	4	4	9	N	15	Rf°	Y	N	Y	Y	N	10	10	Tern	H-W	Lea	Mahog	Mahog	Lin	Canv	8–21	Gar	3	S.	N	Hd.	Own	C.	Y	Y	N	N	N	Pyr.
Yellow Coach YZ	Yellow ... YZ	SDC	33	Ash	Al	294	88	108	?	24¾	14	14	0	5	N	18	N	Y	N	N	Y	N	15	14	?	H-W	Lea	Mahog	Plyw	Lin	Canv	10–21	Gar	4	S.	A.	N	Own	PB	N	N	N	N	N	Pyr.

ABBREVIATIONS:

°—Others also.
§—Bodies manufactured in sections: Max. Length 240″. Specifications given are for smallest size.
†—Height of unmounted body.
A—Above.
ABF—Amesbury Brass and Foundry
AC&W—American Carriage & Wicker
Al—Aluminum.
A-M—Ash and Maple.
A-O—Ash and Oak.
A&S—Aluminum and Steel
Beav—Beaver Board.
C—Cord.
Canv—Canvas.
Car—Carpet.
Cle—Cleveland.
Cl-Sm—Clement Smith.
Cor—Cornell board.
CS—Common Sense.
DDC—Double Deck City.
Edw—Edwards.
En—Enamel.
ESS—Electric Service Supplies.
E&M—English & Mersick.
Fabd—Fabrikoid.
Fr—Front.
Gar—Garland.
GW—Galloway Bright.
Hd—Hood.
H-K—Hale-Kilburn.
H-O—Hickory and Oak.
HdWd—Hard Wood
H-W—Heywood-Wakefield.
Im.Lea—Imitation Leather.
Ill—Illinois.
Karp—Karpen.
Kn-Ad—Kelton Aurand.
Lea—Leather.
Lin—Linoleum.
Mahog—Mahogany.
Moh—Mohair.
N—None.
N.-N—Nichols-Lintern.
OD—Oiled Duck.
Opt—Optional.
O&S—Oak and Steel.
PB—Push Buttons.
PC—Parlor Car.
Perf—Perfect Window Regulator Co.
Pion—Pioneer.
Plym—Plymetl.
Plyw—Plywood.
Pyr—Pyroxilin.
P&V—Paint and Varnish.
QL—Quarter Lights.
R—Right.
Rat—Rattan.
RC—Rear Center.
RCF—Rubber Coated Fabric.
Rf—Roof.
Rr—Rear.
Rub—Rubber.
S—Side.
SB—School Bus.
SDC—Single Deck City.
Sed—Sedan.
Ser—Service Products Corp.
Spec—Special.
St—Steel.
T—Through.
Tern—Ternstedt.
TW—Through Windshield.
U—Under.
UW—Under Windshield.
Var—Various.
Ven—Veneer.
Vyt—Velvet.
Wd—Wood.
Y—Yes.

British Motor Bus Chassis

MAKE	GENERAL								ENGINE					TRANSMISSION			REAR AXLE			BRAKES		DIMENSIONS		
		Weight				Tires Type and Size						Fuel System			Gearset								Overall	
	Seating Capacity	Chassis Only (Lbs.)	Body Maximum (Lbs.)	Wheelbase (Ins.)	Tread Rear Wheels (Ins.)	Front (Ins.)	Rear (Ins.)	Number of Wheels	Number of Cylinders Bore and Stroke (Ins.)	Valve Arrangement	Carbureter Make	Fuel Feed	Ignition Type	Clutch Type	Location	Number of Forward Speeds	Type	Final Drive	Total Reduction Ratio High Gear	Location	Operation	Floor Height (Ins.)	Length (Ft. and Ins.)	Width (Ft. and Ins.)
A. D. C.*	35	5600	2800	192	69	P-36x6	P-36x6d	4	4-4 .25x5.50	L	Zen	V	M	Co	Sep	4	F.F	Wo	6.25	Rw†	Mech.	26	25-0	6-8
A. D. C.*	52	7000	4800	186	72	S-40x4¾	S-40x4¾d	4	4-4 .25x5.50	L	Zen	V	M	S.P	Sep	4	F.F	I.G	9.28	Rw†	Mech.	22	26-0	7-11½
A. D. C.	36	7720	3500	168	74	S-40x4¾	S-40x4¾d	4	4-4.72x5.90	L	Zen	G	M	Co	Sep	4	F.F	Wo	7.25	Rw†	Mech.	34	23-9	7-2½
A. D. C.*	54	8070	5000	190	74	S-40x4¾	S-40x4¾d	4	4-4.72x5.90	L	Zen	G	M	Co	Sep	4	F.F	Wo		Rw†	Mech.	28	25-6	7-3
A. D. C.	30	5600	3000	192	69	P-36x6	P-36x6d	4	6-3.20x4.48	Sl		V	M	S.P	Sep	4	F.F	Wo	7.25	Rw†	Mech.	26	25-0	6-8
A. D. C.*	54	8400	5000	194	72	P-36x8	P-38x7d	4	6-4.25x5.50	L	Zen	V	M	S.P	Sep	4	F.F	I.G	7.00	Fw	Vac	20½	25-10	7-5
A. D. C.*	68	9500	5500	204	73	P-36x8	P-36x8d	6	6-3.81x5.11	Sl		V	M	S.P	Sep	4	F.F	I.G	10.25	Fw	Vac	20½	29-0	7-5
Albion	14	3750	2240	135	61	P-33x5	P-33x5d	4	4-3.87x5.00	L	Zen	V	M	S.P	Sep	4	F.F	Wo	5.00	T & Rw	Mech.	30	18-5	6-4
Albion	20	4530	3025	168	61	P-36x6	P-36x6d	4	4-3.87x5.00	L	Zen	V	M	S.P	Sep	4	F.F	Wo	6.25	T & Rw	Mech.	30	19-10	6-4
Albion	25	5040	2700	172	65	P-36x6	P-36x6d	4	4-4.33x4.72	L	Zen	V	M	S.P	Sep	4	F.F	Wo	5.75	T & Rw	Mech.	21	22-6	6-6
Albion	32	5376	3025	195	65	P-36x6	P-36x6d	4	4-4.33x4.72	L	Zen	V	M	S.P	Sep	4	F.F	Wo	7.00	T & Rw	Mech.	21	25-0	6-8
Bean	16	2460	1570	126	56	P-33x5	P-33x5	4	4-2.95x5.31	L	Smi	G	M	M.D	Eng	4	½Fl	Sp	6.13	Rw	Mech.	28	16-6	5-4
Beardmore	14	2350	1800	137	55	P-33x5	P-33x5	4	4-3.12x4.75	L	Zen	G	M	Co	Sep	4	F.F	Wo	6.4	Rw	Mech.	30	18-4	7-4
Bristol*	20	3920	3360	150	64	P-34x7	P-34x7	4	4-4.00x5.00	L	Cla	V	M	S.P	Sep	4	½Fl	Wo	7.00	Rw	Mech.	30	18-4	7-4
Bristol	32	6160	4480	187	72	P-34x7	P-34x7d	4	4-4.50x5.75	L	Cla	V	M	S.P	Sep	4	½Fl	Wo	6.00	T & Fw	Vac	27	25-0	7-2
Bristol*	60	7620	4480	198	77	P-38x7	P-38x7d	4	4-4.75x6.00	L	Cla	V	M	S.P	Sep	4	½Fl	Wo	8.33	T & Fw	Vac	27	25-6	7-6
Caledon	20	3360	2800	168	56	P36x6	P-36x6d	4	4-3.93x5.51	L	Zen	V	M	S.P	Eng	4	F.F	Wo	6.70	T & Fw	Mech.	30	20-0	6-0
Caledon	40	6500	4500	183	62	P-36x7	P-36x7d	4	4-4.72x5.51	L	Zen	V	M	Co	Sep	4	½Fl	Wo	6.50	Rw	Mech.	32	24-0	6-6
Clyde	18	3700	1680	123	60	P-34x4¾	S-36x4d	4	4-3.75x5.12	L	Zen	G	M	M.D	Eng	3	½Fl	Wo	6.50	Rw†	Mech.	33	15-10	5-9
Clyde	26	4700	2580	198	68	P-36x6	P-36x6d	4	6-3.37x4.50	L	Zen	V	M	M.D	Eng	3	F.F	Wo	6.00	Fw	Vac	26	24-3	6-9
Commer	20	5380	3360	168	67	P-32x6	P-32x6d	4	4-4.52x5.51	L	Cla	G	M	Co	Sep	4	F.F	Wo	5.20	T & Rw	Mech.	32	20-6	6-5
Commer	24	5380	3360	174	67	P-32x6	P-32x6d	4	4-4.52x5.51	L	Cla	G	M	Co	Sep	4	F.F	Wo	5.75	T & Rw	Mech.	32	23-0	6-5
Commer*	30	6050	4000	190	74	P-38x7	P-38x7d	4	4-4.72x5.51	L	Cla	G	M	Co	Sep	4	F.F	Wo	7.66	T & Rw	Mech.	34	24-6	7-0
Commer	47	6050	4000	180	70	S-36x4¾	S-40x4¾d	4	4-4.72x5.51	L	Cla	G	M	Co	Sep	4	F.F	Wo	7.66	T & Rw	Mech.	34	25-0	7-0
Dennis	22	3250	1680	132	56	P-33x5	P-34x7	4	4-3.34x5.51	L	Cla	G	M	Co	Eng	4	F.F	Wo	6.75	Rw	Mech.	31	16-8	5-7½
Dennis	30	5500	3360	180	62	P-36x6	P-36x6d	4	4-3.93x5.90	L	Cla	V	M	Co	Sep	4	F.F	Wo	6.75	Rw	Mech.	34	23-8	6-6
Dennis*	35	6050	4000	192	66	P-36x6	P-36x6d	4	4-4.33x5.90	L	Cla	G	M	Co	Sep	4	F.F	Wo	7.00	Fw	Servo	26	25-0	7-1
Dennis	50	7170	5000	190	74	S-36x4¾	S-36x4¾d	4	4-4.33x5.90	L	Cla	G	M	Co	Sep	4	F.F	Wo	6.75	Rw†	Mech.	35	24-9	7-5
Garner	20	4030	2240	144	63	P-32x6	P-34x7	4	4-3.93x5.51	L	Zen	G	M	M.D	Eng	4	F.F	Wo	7.00	Rw†	Mech.	32	18-2	6-2
Garner	26	5152	2800	174	68	P-36x6	P-36x6d	4	4-3.93x5.51	L	Zen	G	M	M.D	Eng	4	F.F	Wo	7.00	Fw	Vac	27	23-6	6-10
Gilford	26	5040	2800	180	61	P-35x5	P-35x5d	4	4-3.85x5.00	L	Zen	V	M	M.D	Eng	4	½Fl	Wo	6.00	T&Rw†	Mech.	25	18-0	6-0
Gilford	30	5600	3360	198	63	P-36x6	P-36x6d	4	6-4.00x5.00	L	Zen	V	M	M.D	Eng	4	½Fl	Wo	6.00	T&Rw†	Mech.	25	25-0	6-3
Guy	20	2910	1700	149	61	P-34x4½	P-34x4½d	4	4-3.46x4.72	L	Zen	V	M	Co	Sep	4	F.F	Wo	6.60	Rw†	Mech.	23	17-2	6-0
Guy	26	4810	2800	183	63	P-32x6	P-32x6d	4	4-4.00x5.50	L	Zen	V	M	Co	Sep	4	F.F	Wo	6.30	Rw†	Mech.	23	23-5	6-4
Guy*	35	5150	3360	197	69	P-34x7	P-34x7	4	4-4.25x5.50	L	Zen	V	M	Co	Sep	4	F.F	Wo	6.60	Rw†	Mech.	24	25-0	7-0
Guy	32	5264	3000	197	69	P-34x7	P-34x7	4	6-3.81x5.11	Sl		V	M	S.P	Sep	4	F.F	Wo	6.60	Rw†	Mech.	23	24-4	7-0
Guy	53	6270	5000	180	75	P-34x7	P-34x7	6	4-4.25x5.50	L	Zen	V	M	Co	Sep	4	F.F	Wo	6.60	Rw†	Mech.	25	24-7	7-6
Guy	60	7620	5200	222	75	P-36x8	P-36x8	6	6-3.81x5.11	Sl		V	M	S.P	Sep	4	F.F	Wo	6.60	Rw†	Mech.	26	29-4	7-6
Guy (speed coach)	20	3920	1350	197	63	P-33x5	P-33x5d	4	4-4.00x5.50	L	Zen	V	M	Co	Sep	4	F.F	Wo		Rw†	Mech.	29	19-7	7-0
Halley	20	4820	2800	171	63	P-32x6	P-32x6d	4	4-3.85x5.00	L	Zen	V	M	S.P	Eng	4	½Fl	Wo		T & Rw†	Mech.	30	21-2	6-4
Halley	26	6160	3400	184	63	P-36x6	P-36x6d	4	6-3.50x6.00	L	Zen	V	M	S.P	Sep	4	½Fl	Wo		T & Rw†	Mech.	30	21-7	6-4
Halley	32	6500	3600	201	63	P-36x6	P-36x6d	4	6-3.50x6.00	L	Zen	V	M	S.P	Sep	4	½Fl	Wo		T & Rw†	Mech.	30	25-8	6-4
Karrier	14	2700	2000	126	56	P-33x5	P-33x5	4	4-3.34x5.00	L	Zen	G	M	S.P	Sep	4	F.F	Wo		T & Rw	Mech.	32	16-0	6-0
Karrier	24	3800	3400	168	59	P-34x7	P-34x7	4	4-3.93x5.50	L	Zen	G	M	Co	Sep	4	F.F	Wo	6.00	T & Rw	Mech.	31	19-7	6-3
Karrier	30	5040	3600	186	62	P-36x6	P-36x6d	4	4-4.50x5.00	L	Zen	G	M	Co	Sep	4	F.F	Wo	7.00	T & Rw	Mech.	23	23-8	6-6
Karrier	30	5150	3600	192	69	P-32x6	P-32x6d	6	6-3.34x4.50	L	Zen	G	M	Co	Sep	4	F.F	Wo	7.00	T & Rw	Mech.	22	25-5	7-3
Karrier	52	6270	4800	198	68	P-36x6	P-36x6d	4	4-4.50x6.00	L	Zen	G	M	Co	Sep	4	F.F	Wo		T & Rw	Mech.	27	26-4	7-2
Karrier*	54	7500	4800	210	78	P-36x8	P-36x8	6	6-3.93x5.50	L	Zen	G	M	Co	Sep	4	F.F	Wo	7.00	T & Rw	Mech.	26	30-7	7-6
Karrier*	68	7500	5200	210	78	P-38x9	P-38x9	6	6-4.50x5.75	L	Zen	G	M	S.P	Sep	4	F.F	Wo		T & Rw	Mech.	27	30-7	7-6
Leyland	20	5270	3000	153	63	P-36x6	P-36x6d	4	4-3.75x5.50	L	Sol	G	M	S.P	Sep	4	F.F	Wo	6.25	T & Rw	Mech.	30	20-10	6-6
Leyland	26	6370	3500	204	75	P-36x6	P-36x6d	4	4-4.25x5.50	L	Sol	G	M	S.P	Sep	4	F.F	D.R	6.60	T & Rw	Mech.	30	25-2	7-5
Leyland*	30	5938	4000	174	69	P-36x6	P-36x6d	4	4-4.25x5.50	L	Sol	G	M	S.P	Sep	4	F.F	D.R	6.60	T & Rw	Mech.	30	24-0	7-2
Leyland*	52	7500	5000	191	74	S-40x5½	S-40x5½d	4	4-5.00x6.00	L	Sol	G	M	S.P	Sep	4	F.F	D.R	7.90	T & Rw	Mech.	34	25-7	7-5
Low Deck	23	2690	2000	144	57	S-24x5	S-24x5	4	4-2.87x5.11	L	Zen	G	M	S.P	Sep	4	F.F	Wo	6.50	Fw	Hyd	29	17-6	6-3
Maudslay	22	5260	3400	186	69	P-36x6	P-36x6d	4	4-3.93x5.11	I	Zen	V	M	Co	Sep	4	F.F	Wo	6.00	T & Fw	Servo	27	24-5	7-0
Maudslay	30	5600	3800	200	69	P-36x6	P-36x6d	4	4-4.33x5.11	I	Zen	V	M	Co	Sep	4	F.F	Wo	7.00	T & Fw	Servo	27	26-0	7-0
Maudslay*	40	5720	4000	198	69	P-36x6	P-36x6d	4	4-4.33x5.11	I	Zen	V	M	Co	Sep	4	F.F	Wo	7.00	T & Fw	Servo	27	26-0	7-0
Maudslay*	54	7840	5000	190	76	S-32x5½	P-36x5½d	4	4-4.75x6.00	I	Zen	V	M	Co	Sep	4	F.F	Wo	7.75	T & Fw	Servo	27	25-6	7-4
McCurd	30	5600	3136	180	66	P-36x6	P-36x6d	4	4-4.00x6.00	L	Zen	V	M	Co	Sep	4	F.F	Sp	6.50	T & Fw	Mech.	31	23-3	7-3
Morris	12	1956	1750	122	56	P-32x4½	P-32x4½	4	4-2.95x4.00	L	Smi	G	M	M.D	Eng	3	¾Fl	Wo	7.25	Rw	Mech.	40	13-3	6-3
Morris	16			138	56	P-32x6	P-32x6	4	4-3.14x4.92	L	Smi	G	M	S.P	Eng	4	¾Fl	Wo	8.33	Fw	Vac	27	16-0	6-3
Pagefield	30	6950	2800	174	69	S-36x4	S-36x4d	4	4-4.72x5.51	L	Zen	V	M	Co	Sep	4	F.F	Wo	6.20	T & Rw†	Mech.	32	22-6	7-3
S. D.*	20	2800	2000	144	50	S-20x5	S-20x5d	4	4-2.87x5.11	L	Opt	G	M	S.P	Sep	3	½Fl	Wo	3.80	T & Fw	Mech.	23	17-0	5-6
S. D.*	20	3025	2240	156	50	S-20x5	S-20x5d	6	4-2.87x5.11	L	Opt	G	M	S.P	Sep	3	½Fl	Wo	3.80	T & Fw	Mech.	23	18-0	5-6
Shefflex	20	4030	2800	144	60	S-32x4	S-32x4d	4	4-3.93x4.72	L	Cla	G	M	Co	Sep	3	F.F	Wo	7.33	T & Rw†	Mech.	30	18-2	6-6
Star	16	2900	1790	120	56	P-32x6	P-32x6	4	4-3.54x4.72	L	Sol	G	M	S.P	Eng	4	½Fl	Wo	6.20	Rw†	Mech.	30	14-8	6-0
Star	20	3475	2240	132	61	P-32x6	P-32x6	4	4-3.54x4.72	L	Sol	G	M	S.P	Eng	4	½Fl	Wo	7.75	Rw†	Mech.	30	16-0	6-6
Star	20	3575	2800	148	61	P-32x6	P-32x6	4	4-3.74x4.72	L	Sol	V	M	D.P	Eng	4	F.F	Wo	Opt.	Rw†	Mech.	26	18-4	6-6
Thornycroft	14	3700	2130	138	61	P-36x6	P-36x6	4	4-3.75x5.00	L	Zen	G	M	S.P	Eng	4	½Fl	Wo	6.25	Rw	Mech.	33	17-4	6-0
Thornycroft	20	3800	2240	168	61	P-34x7	P-34x7	4	4-3.75x5.00	L	Zen	G	M	S.P	Eng	4	½Fl	Wo	6.25	Rw†	Mech.	32	20-7	6-0
Thornycroft	28	6270	3360	198	71	P-36x6	P-36x6d	4	4-4.37x5.51	L	Zen	G	M	S.P	Eng	4	FF	Wo	7.25	Rw†	Mech.	26	24-7	7-5
Thornycroft	32	6270	3630	198	71	P-36x6	P-36x6d	4	4-4.37x5.51	L	Zen	G	M	S.P	Eng	4	F.F	Wo	7.25	Rw†	Mech.	26	24-7	7-5
Tilling Stevens	20	4480	3000	144	56	S-36x4	S-36x4d	4	4-3.75x4.92	L	Zen	G	M	Co	Sep	4	F.F	Wo	6.00	Rw	Mech.	32	18-10	6-0
Tilling Stevens*	32	6160	3630	186	73	P-36x6	P-36x6d	4	4-4.25x5.50	L	Zen	G	M	S.P	Sep	4	F.F	Wo		Rw	Mech.	26	26-0	7-6
Tilling Stevens*	64	8512	5000	186	68	S-40x4¾	S-40x4¾d	4	4-4.75x5.50	L	Zen	G	M	G.E.	G.E.	1	F.F	Wo	10.00	Rw	Mech.	34	24-3	7-3
Vulcan	20	3025	1570	142	56	P-34x7	P-34x7	4	4-3.34x5.11	L	Zen	V	M	Co	Eng	4	F.F	Wo	7.00	Rw†	Mech.	28	18-6	7-0
Vulcan	30	5375	3025	184	66	P-36x6	P-36x6d	4	4-4.33x5.51	L	Zen	V	M	Co	Sep	4	F.F	Wo	7.00	Rw†	Mech.	32	23-7	6-6
Vulcan*	35	5400	3920	186	69	P-36x6	P-36x6d	4	4-4.33x5.51	L	Zen	V	M	Co	Sep	4	F.F	Wo	6.5	Fw	Vac	24	23-10	7-2
Watson	32	7050	3360	162	62	S-36x4¾	S-40x4¾d	4	4-4.50x5.50	L	Cla	G	M	Co	Sep	4	F.F	D.R	7.90	Rw	Mech.	33	19-6	6-8
W. & G.	24	3920	2690	150	63	P-32x6	P-32x6d	4	6-3.34x4.50	L	Zen	V	M	S.P	Eng	4	F.F	Wo	7.00	Fw	Vac	24	17-0	6-2
W. & G.	32	5490	2800	188	68	P-36x6	P-36x6d	4	6-3.75x5.12	L	Zen	V	M	M.D	Eng	4	F.F	Wo	7.00	Fw	Vac	24	22-6	6-2

Cla—Claudel.
Co—Cone.
d—Dual.
DR—Double Reduction.
Eng—Unit with Engine.
FF—Full Floating.
½Fl—Semi-Floating.
¾Fl—¾ Floating
Fw—Four Wheels.

G—Gravity.
GE—Gas Electric.
Hyd—Hydraulic.
I—Valve in Head.
IG—Internal Gear.
L—"L" Head.
M—Magneto.
MD—Multiple Disk.
Mech—Mechanical.

Opt—Optional.
P—Pneumatic.
Rw—Rear Wheels Only.
S—Solid.
Sep—Separate Unit.
Sl—Sleeve Valve Type.
Smi—Smith.
Sol—Solex.
SP—Single Plate.

Sp—Spiral Bevel.
T&Fw—Transmission and Four Wheels.
T&Rw—Transmission and Rear Wheels.
V
Vac)—Vacuum.
Wo—Worm.
Zen—Zenith.
†—Front brakes Extra Cost.
***—Driver beside engine.

American Electric Trucks

MAKE AND MODEL	Tons Capacity	Chassis Price Without Battery	Wheel Base (Ins.)	TIRES, TYPE AND SIZE		MOTORS				CONTROLLER		DRIVE				Distance from Ground to Top of Frame at Dash (Ins.)	SPEED (M.P.H.)	
				Front (Ins.)	Rear, (Ins.)	Location	Make	Number	Total Horse Power	Location	Number of Forward Speeds	First Reduction	Final Drive	Total Gear Reduction	Type of Axle or Jackshaft		Loaded	Light
C-T Electric.....H-1	½	$1850	108	S-36x3½	S-36x4	Unit with R A.	G E....	2	3½	Steer C.....	4	Spur....	Spur....	11.5	Flo.....	33¼	13	14
C-T Electric.....H1-5	¾	2475	116	S-36x3½	S-36x4	Unit with R A.	G E....	2	3½	Steer C.....	4	Spur....	Spur....	11.5	Flo.....	33	13	14
C-T Electric.....F1-5	¾	2475	94	S-36x3½	S-36x4	Unit with R A.	G E....	2	3½	Steer C.....	4	Spur....	Spur....	11.5	Flo.....	32¾	13	14
C-T Electric.....F2	1	2675	96	S-36x3½	S-36x5	Unit with R A.	G E....	2	3½	Steer C.....	4	Spur....	Spur....	11.5	Flo.....	32½	12	14
C-T Electric.....H-2	1	2675	124	S-36x3½	S-36x5	Unit with R A.	G E....	2	3½	Steer C.....	4	Spur....	Spur....	11.5	Flo.....	33	12	14
C-T Electric.....F-4	2	3250	116	S-36x4	S-36x4d	Unit with R A.	G E....	2	5	Steer C.....	4	Spur....	Spur....	12.1	Flo.....	35¼	10	12
C-T Electric.....F-6	3	.....	127½	S-36x4	S-36x5d	Unit with R A.	G E....	2	5	Steer C.....	4	Spur....	Spur....	12.1	Flo.....	36	9	11
C-T Electric.....F-7	3½	4300	136	S-36x5	S-36x5d	Unit with R A.	G E....	2	7	Steer C.....	4	Spur....	Spur....	17.5	Flo.....	36½	9	11
C-T Electric.....A-7	3½	5150	122	S-36x6	S-36x4d	On F & R Axles	G E....	4	7	Steer C.....	4	Spur....	Spur....	17.3	Dead...	38½	9	11
C-T Electric.....A-10	5	5450	132	S-36x7	S-36x5d	On F & R Axles	G E....	4	7	Steer C.....	4	Spur....	Spur....	20.1	Dead...	38⅝	8	10
C-T Electric.....F-10	5	4500	152	S-36x6	S-36x6d	Unit with R A.	G E....	2	7	Steer C.....	4	Spur....	Spur....	20.5	Flo.....	37	8	10
C-T Electric.....F-14	....	5000	152	S-36x7	S-36x7d	Unit with R A.	G E....	2	7	Steer C.....	4	Spur....	Spur....	24.5	Flo.....	38	6	8
Electruck.....48	1	2000	112	S-34x4	S-34x5	Sep Unit.....	G E....	2	5.7	Under F.....	4	Chain...	Chain...	6.0	Dead....	35	18	.....
Electruck.....39	2	2500	135	S-34x4	S-34x6	Sep Unit.....	G E....	2	5.7	Under F.....	4	Chain...	Chain...	6.0	Dead....	35	18	.....
Electruck.....27	7½	6000	168	S-36x7	S-40x14	Sep Unit.....	G E....	2	13.6	Under F.....	5	Chain...	Chain...	6.0	Dead....	37½	18	.....
Lansden.....	¾	1000	108	P-29x4½	P-29x4½	On Frame.....	G E....	1	2½	Under F.....	4	None...	Bevel...	6.37	¾ Flo..	28	15	Var...
Lansden.....	1½	2000	124	S-36x3½	S-36x5	On Frame.....	G E....	1	3	Under F.....	4	None...	Bevel...	6.37	¾ Flo..	34	15	Var...
Lansden.....	2½	2500	133	S-36x4	S-36x4d	On Frame.....	G E....	1	4½	Under F.....	5	Bevel...	Spur....	9.75	¾ Flo..	36	14	Var...
Lansden.....	3½	3000	133	S-36x5	S-36x5d	Unit with J S..	G E....	1	6	Under F.....	5	Bevel.	R-Cha..	13.0	Flo.....	39	12	Var...
Lansden.....	5½	3500	146	S-36x6	S-36x6d	Unit with J S..	G E....	1	7½	Under F.....	5	Bevel...	R-Cha..	14.0	Flo.....	39	10	Var...
*Milburn.....43	½–¾	1585	115	P-32x4-.	P-32x4½	Unit with R A.	G E....	1	4½	Under F.....	4	None...	Worm...	10.3	Flo.....	.....	17	19
*Milburn.....40	1¼	1985	128	P-32x4½	P-33x5	Unit with R A	G E....	1	4½	Under F.....	4	None...	Worm...	14.1	Flo.....	.....	15	17
O. B.....B	2	2650	107	S-36x4	S-36x3½d	Unit with J S..	G E....	1	.....	Under S.....	Var...	S-Cha..	S-Cha..	.....	Dead....	.....	13	15
O. B.....C	3½	3750	135	S-36x5	S-36x4d	Unit with J S..	G E....	1	.....	Under S.....	Var...	S-Cha..	R-Cha..	.....	Dead....	.....	10	11
O. B.....D	5	3950	143	S-36x6	S-36x5d	Unit with J S..	G E....	1	.....	Under S.....	Var...	S-Cha..	S-Cha..	.....	Dead....	.....	10	11
*Steinmetz.....15	¾	1800	114	P-32x4½	P-32x4½	Unit with R A.	Own	1	3	Back S.....	4	Bevel...	Spur....	13.4	½ F....	34	16½	17½
Walker.....18	¾	.....	94	S-34x3½	S-36x4	Unit with R A.	West....	1	.....	Under S.....	5	None...	Spur....	14.8	Flo.....	34	Var...	Var...
Walker.....21	1	.....	101	S-34x4	S-36x5	Unit with R A.	West....	1	.....	Under S.....	5	None...	Spur....	14.8	Flo.....	34	Var...	Var...
Walker.....10	....	.....	108	S-32x3½	S-32x4	Unit with D S.	G E....	1	..	Under F.....	4	None...	Spur....	6.3	½ F....	27	Var...	Var...
			124	P-30x5	P-30x5													
Walker.....42	2	.....	114	S-36x4	S-36x6	Unit with R A.	West....	1	.....	Under S.....	5	None...	Spur....	14.6	Flo.....	35	Var...	Var...
Walker.....60	3½	.....	131	S-36x5	S-40x5d	Unit with R A.	G E....	1	.....	Under S.....	5	None...	Spur....	13.8	Flo.....	39	Var...	Var...
Walker.....70	5	.....	141	S-36x6	S-40x6d	Unit with R A.	G E....	1	.....	Under S.....	5	None...	Spur....	13.8	Flo.....	39	Var...	Var...
Ward.....A211	½	.....	88	S†-32x3	S†-32x3½	Unit with D S..	G E**...	1	3	Under F.....	4	None...	Worm...	14.6	½	29	Var...	Var...
Ward.....B222	¾	.....	91	S-32x3½	S-32x4	Unit with D S..	G E**...	1	4	Under F.....	4	None...	Worm...	14.6	½ F....	30	Var...	Var...
Ward.....C211	1½	.....	96	S-32x3½	S-34x5	Unit with D S..	G E**...	1	4.2	Under F.....	4	None...	Worm...	14.6	½ F....	31	Var...	Var...
Ward.....E211	2½	.....	108	S-34x4	S-36x6	Unit with D S..	G E**...	1	5	Under F.....	4	None...	Worm...	14.6	½ F....	32	Var...	Var...
Ward.....G211	3½	.....	120	S-36x5	S-36x8	Unit with D S..	G E**...	1	6	Under F.....	4	None....	Worm...	17.6	½ F....	33	Var...	Var...
Ward.....J211	5	.....	136	S-36x6	S-36x10	Unit with D S..	G E**...	1	8	Under F.....	5	None...	Worm...	13.0	½ F....	34½	Var...	Var...
Ward.....M211	7	.....	152	S-36x7	S-36x7d	Unit with D S..	G E**...	1	10	Under F.....	5	None...	Worm...	13.0	½ F....	36	Var...	Var...

ABBREVIATIONS:
*—1926 Specifications.
**—And Westinghouse.
†—Pneumatics optional.
Back S—Back of Seat.
d—Dual.
½ F—Semi-Floating.
¾ Flo—¾ Floating
Flo—Full Floating.
G. E.—General Electric.
On F & R Axles—On Front and Rear Axles.
P—Pneumatic.
R-Cha—Roller Chain.
S—Solid.
S-Cha—Silent Chain.
Sep Unit—Separate Unit.
Steer C—Steering Column.
Under F—Under floor board.
Under S—Under Seat.
Unit with D S—Unit with Drive Shaft.
Unit with J S—Unit with Jackshaft.
Unit with R A—Unit with Rear Axle.
Var—Varies according to make and capacity of battery employed.
West—Westinghouse.

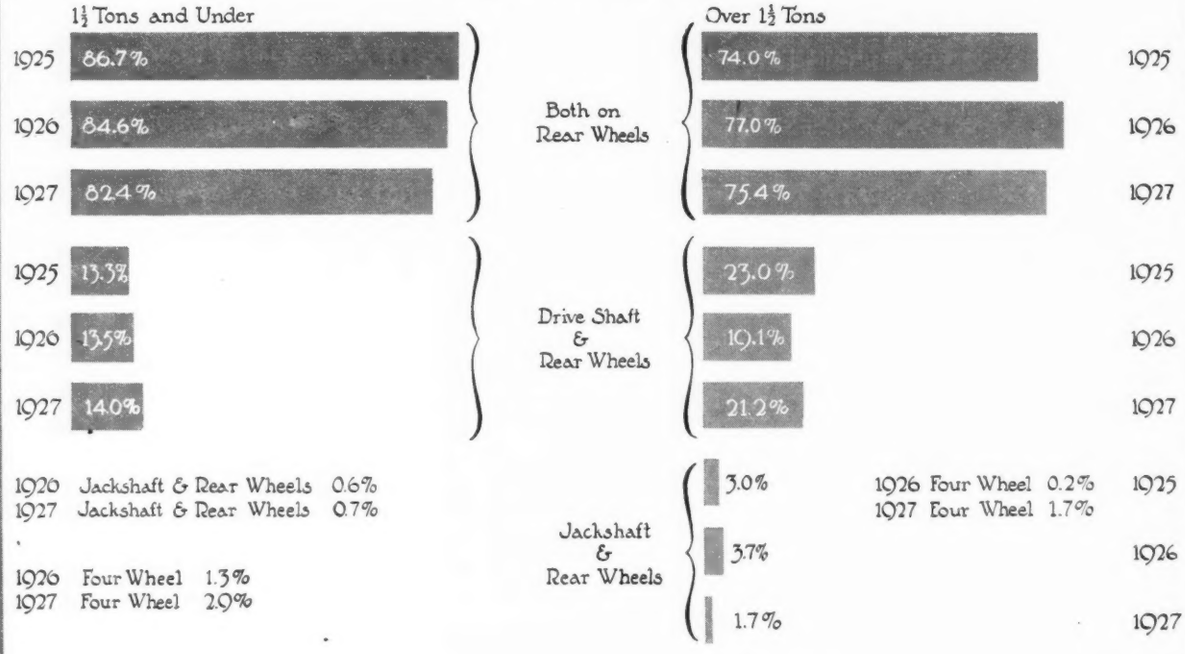
Foreign Highway Mileages—1926

(Bureau of Foreign and Domestic Commerce)

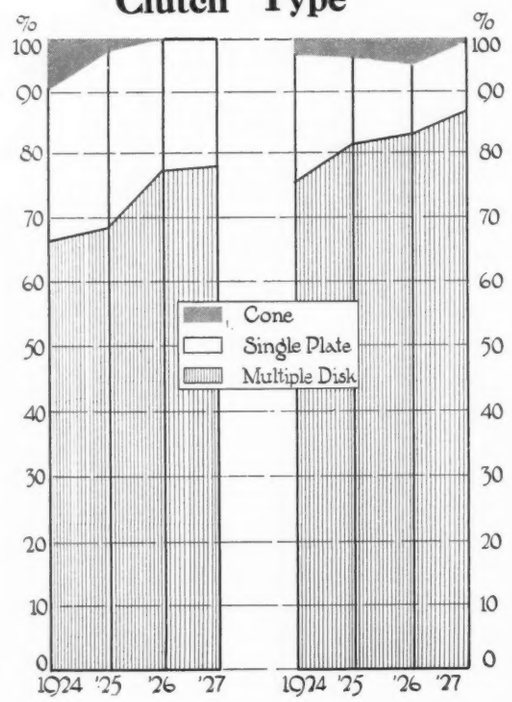
Country	Total Mileage	Improved Mileage	Mileage Passable in all weather
Algeria	1,441	....	....
Australia	104,750	23,354	81,396
Belgium	....	....	6,225
British East Africa	16,098	8,049	8,049
Burma	18,647	2,127	....
Ceylon	13,650	4,000	4,250
Dominican Republic	....	435	....
England and Wales	153,198	30,483	....
Malay States	....	4,542	....
Irish Free State	54,000	....	....
Lithuania	....	....	744
Norway	12,163	8,778	13,385
Palestine	1,853	363	1,490
Philippine Islands	6,622	3,517	....
Portugal	8,400	....	5,600
Scotland	25,007	5,365	....
Tunis	6,200	2,500	3,700
Uruguay	1,253	435	746
Yugoslavia	27,700	....	....

Current Trends in

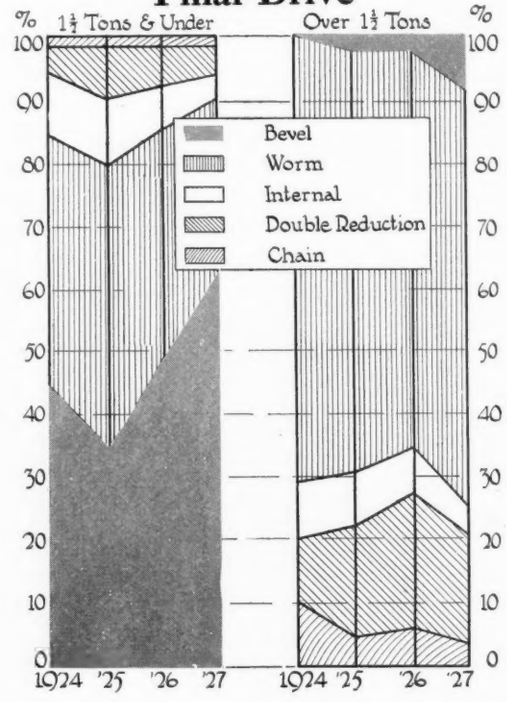
Brake Location



Clutch Type

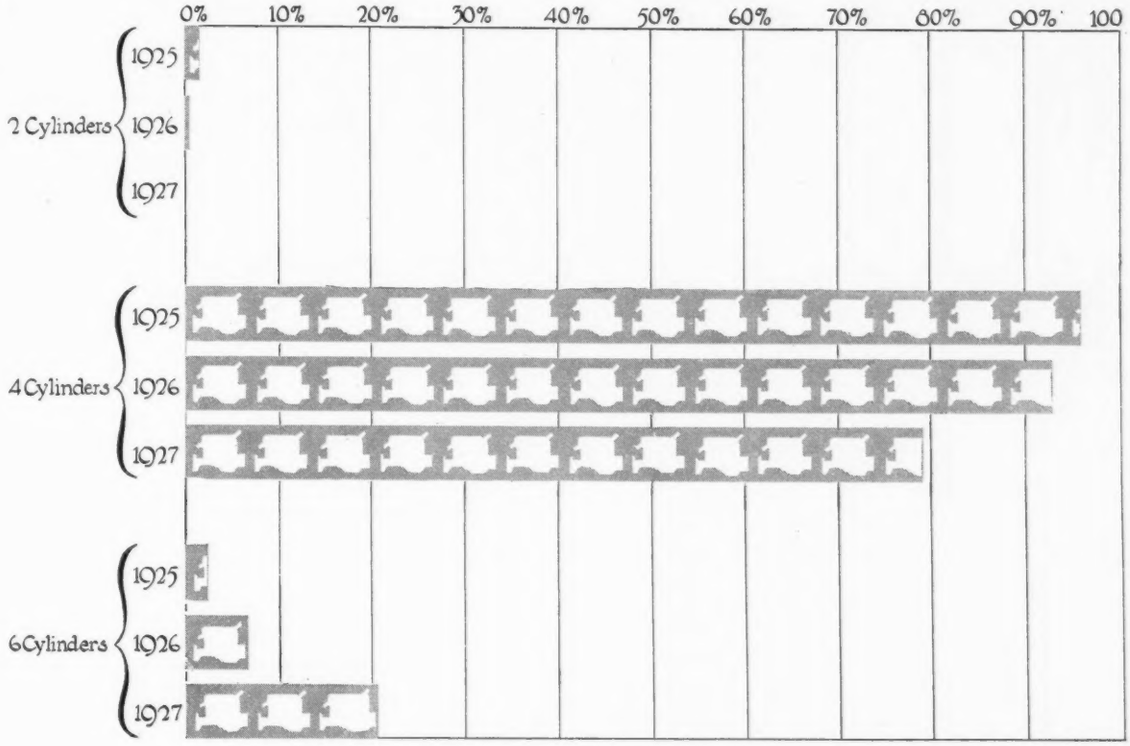


Final Drive

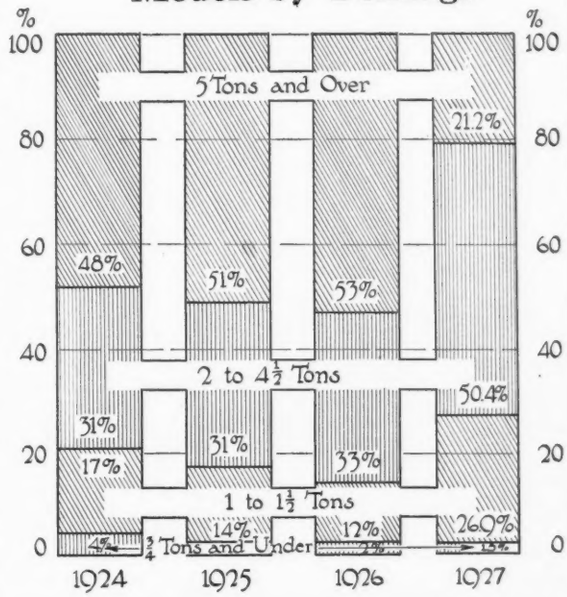


Gasoline Truck Design

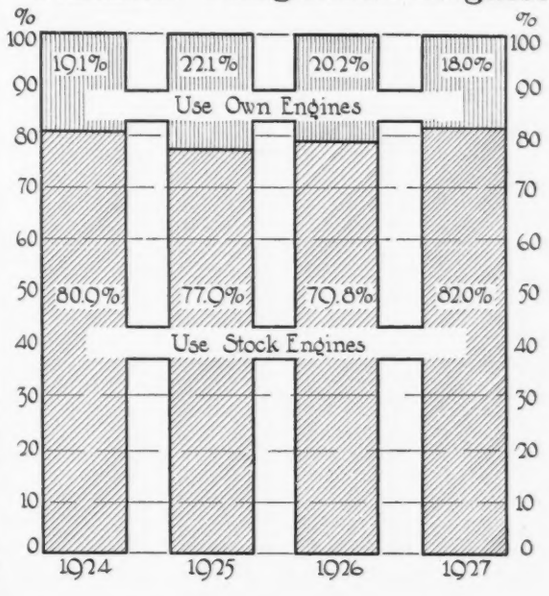
Number of Cylinders



Models by Tonnage



Number Using Stock Engines



American Gasoline

§—*Designates Chassis adaptable for Bus use.*

TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES TYPE & SIZE Front	TIRES TYPE & SIZE Rear	ENGINE Make and Model	ENGINE No. of Cyls. Bore and Stroke (Ins.)	ENGINE NACC H.P.	FUEL Carbureter	FUEL Feed Type	ELECTRICAL SYSTEM Ignition Make	ELECTRICAL SYSTEM Generator and Starter Make	Clutch Type and Make	Gearset Make and Model	Universals Make	REAR AXLE Make and Model	REAR AXLE Final Drive	REAR AXLE Axle Type	Brakes Location	Front Axle Make	Steering Gear Make	Wheels Make	Weight (Lbs.)
Acme	1-4-16	1	....	120	P-30x5	P-30x5	Con 20L°	6°-2¾x4¾	18.2	Til.	V.	A-L	A-L	P B&B	M.M	M.M-	Sal 1595E	R.	½	A.	Sal.	....	Bim.	2200
Acme	24	1¼	....	130	P-30x5	P-30x5	Con S4	4-4¼x4½	28.9	Zen.	V.	A-L	A-L	D. Ful.	Ful.	Blo.	Col 53006	S.	F.	A.	Col.	Ross.	Smi.	3200
§Acme	36	1½	....	136	P-32x6	P-32x6	Con 8R	6-3⅜x4½	27.3	Zen.	V.	Bos-A.	A-L	D. Ful.	Ful.	Blo.	Tim 5620	S.	F.	A.	Tim.	Ross.	Smi.	3600
Acme		2½	....	155°	S-34x5	S-34x8	Con S4°	4°-4¼x4½	28.9	Zen.	V.	Bos-A.	A-L	D. Ful.	Ful.	Blo.	Tim 65660D	W.	F.	A.	Tim.	Ross.	Bim.	5100°
Acme	74-76	3½	....	173°	S-36x5	S-36x10	Con L4°	4°-4½x5½	32.4	Zen.	V.	Bos-A.	A-L	D. Ful.	Ful.	Blo.	Tim 6570	W.	F.	A.	Tim.	Toss.	Smi.	6200°
Acme	104	5-5½	....	180	S-36x6	S-40x14	Con B7	4-5x6	40.0	Zen.	V.	Bos-A.	Bos-A°.	D. Ful.	Ful.	Blo.	Tim 6760	W.	F.	A.	Tim.	Ross.	Smi.	9400
Acme	24	TT	....	114	P-30x5	P-30x5	Con S4	4-4¼x4½	28.9	Zen.	V.	Bos-A.	A-L	D. Ful.	Ful.	Blo.	Col 53006	S.	F.	A.	Col.	Ross.	Smi.	3625
Acme	36	TT	....	116	P-32x6	P-32x6	Con 8R	6-3⅜x4½	27.3	Zen.	V.	Bos-A.	A-L	D. Ful.	Ful.	Blo.	Tim 5620	S.	F.	A.	Tim.	Ross.	Smi.	4000
Acme	54-56	TT	....	124½°	P-34x5	P-34x8	Con 6B°	6°-3¾x5	33.7	Zen.	V.	Bos-A.	A-L	D. Ful.	Ful.	Blo.	Tim 65660D	W.	F.	A.	Tim.	Ross.	Bim.	5000
Acme	74-76	TT	....	128°	P-36x5	P-36x10	Con 7T°	6°-4½x5¼	40.8	Zen.	V.	Bos-A.	A-L	D. Ful.	Ful.	Blo.	Tim 6570	W.	F.	A.	Tim.	Ross.	Smi.	6800°
Acme	104	TT	....	129	P-36x6	P-40x14	Con B7	4-5x6	40.0	Zen.	V.	Bos-A.	A-L	D. Ful.	Ful.	Blo.	Tim 6760	W.	F.	A.	Tim.	Ross.	Smi.	9200
Acorn		1-2	....	144	S°-36x4	S°-36x7	Con S4	4-4¼x4½	28.9	Zen.	G.	Bos-R.	A-L	D. Ful.	Ful SU12.	Spi.	Cla B750°	S.	½	A.	Shu.	Ross	....	4600°
Acorn	50	2½	3250	156	S-36x5‡	S-36x10‡	Buda ETU	4-4¼x5½	28.9	Zen.	G.	Bos-R.	None	D. B-L	B-L 51	Spi.	Tim 6566	W.	F.	A.	Tim.	Ross.	Pru.	5500
Acorn	70	4	4250	166	S-36x5	S-40x10	Buda YBU-I	4-4½x6	32.4	Zen.	G.	Bos-R.	.....	D. B-L	B-L 60	Spi.	Tim 6666	W.	F.	A.	Tim.	Ross.	Int.	7400
American La France	W	2½	3950	Opt.	S-36x5	DS-36x6	Own 2R	4-4½x6	28.9	Zen.	V.	Bos-A.	Bos-A‡.	D. Own	Own 2R	Own.	Own 2R	R.	F.	B.	Own.	.....	Day.	6600
American La France	Y	3½	4950	Opt.	S-36x6	DS-36x6	Own 3R	4-4½x6	28.9	Zen.	V.	Bos-A.	Bos-A‡.	D. Own	Own 3R	Own.	Own 5R	W.	F.	B.	Own.	.....	Day.	8600
American La France		5-7½	Var.	Opt.	S-36x7	DS-40x7	Own 5R	4-4¾x6	36.1	Zen.	V.	Bos-A.	Bos-A‡.	D. Own	Own 5R	Own.	Own 5R	W.	F.	B.	Own.	.....	Day.	Var.
American La France	TT	5	3950	143	S-36x4	S-36x7	Own 2R	4-4¼x6	28.9	Zen.	V.	Bos-A.	Bos-A‡.	D. Own	Own 2R	Own.	Own 2R	R.	F.	B.	Own.	.....	Day.	6400
American La France	TT	7	4950	146½	S-36x5	S-36x10	Own 3R	4-4¼x6	28.9	Zen.	V.	Bos-A.	Bos-A.‡	D. Own	Own 3R	Own.	Own 5R	W.	F.	B.	Own.	.....	Day.	8400
American La France	TT	10-15	Var	146½	S-36x6°	DS-40x6°	Own 5R	4-4¾x6	36.1	Zen.	V.	Bos-A.	Bos-A‡.	D. Own	Own 5R	Own.	Own 5R	W.	F.	B.	Own.	.....	Day.	Var.
§Armleder	30	1½	....	148°	S-34x4‡	S-34x6‡	Her OX	4-4x5	25.6	Zen.	V.	Bos-A.	Bos-A‡.	D. B-L	B-L	Spi.	Tim	W.	½	A.	Tim.	Ross.	Smi.	4400
Armleder	30B-6	1½	....	150°	S-34x4‡	S-34x6‡	BudaKBU-I°	4°-4x5¼	25.6	Zen.	V.	Bos-A°	A-L	D. B-L	B-L	Spi.	Tim	W.	½	A.	Tim.	Ross.	Smi.	4400°
§Armleder	50-60	2½-3	....	152°	S-36x4°	S-36x8°	Buda EBU-I°	4°-4¼x5½	28.9	Zen.	V.	Bos-A°	Bos-A°.	D. B-L	B-L	Spi.	Tim	W.	F.	A.	Tim.	Ross.	Smi.	5300°
Armleder	55	2½	....	152	S-36x4‡	S-36x8‡	Con K4	4-4½x5¼	27.2	Zen.	V.	Bos-A.	Bos-A‡.	D. B-L	B-L	Spi.	Tim	W.	F.	A.	Tim.	Ross.	Smi.	5300
Armleder	70	4	....	156°	S-36x6	S-36x12	Buda YBU-I	4-4½x6	32.4	Zen.	V.	Bos-A.	Bos-A.	D. B-L	B-L	Spi.	Tim	W.	F.	B°	Tim.	Ross.	Smi.	7500
Atterbury	26B	1	....	132	P-30x5	P-30x5	Lyc S	6-3½x4½	23.4	Zen.	G.	A-L	A-L	D. B-L	B-L	Blo.	Cla	B.	....	A.	Shu.	Gem	Bim.	3200
Atterbury	24R	2	....	150°	S-34x4‡	S-34x6‡	Buda KTU	4-4x5¼	25.6	Zen.	V.	Bos-A.	Bos-A.	D. B-L	B-L31.	Spi.	Tim 6462	W.	¾	A.	Tim.	Gem.	Are.	4750
Atterbury	22C	2½	....	156°	S-36x4‡	DS-36x4	Con K4	4-4½x5¼	27.2	Zen.	V.	Bos-A.	Bos-A.	D. B-L	B-L 51	Spi.	Tim 6560	W.	F.	A.	Tim.	Gem.	Are.	5670
Atterbury	22D	3½	....	174°	S-36x5	DS-36x6	Con L4	4-4½x5½	32.4	Zen.	V.	Bos-A.	Bos-A.	D. B-L	B-L55 Max	Spi.	Tim 6666	W.	F.	A.	Tim.	Gem.	Are.	7500
Atterbury	24E	5	....	174°	S-36x6	DS-40x7	Con B7	4-5x6	40.0	Zen.	V.	Bos-A.	Bos-A.	D. B-L	B-L60 Max	Spi.	Tim 6760	W.	F.	A.	Tim.	Gem.	Std.	9500
Autocar	A	1½	....	136°	P-32x6	P-32x6	Own	4-4x5½	25.6	Str.	.	L-N	L-N.	P. Lon.	B-L	Spi.	Tim5620BX	S.	F.	E.	Tim.	Han.	....	4000
Autocar	GK&FH	2	....	114°	S-34x5‡	S-34x7‡	Own H	4-4x5½	25.6	Str.	G.	Bos-A.	L-N‡.	P Own.	Own Y.	Spi.	Own H	R.	F.	A.	Own.	Ross.	Hoo.	5200°
Autocar	Series K&H	2½	....	114°	S-34x5‡	S-36x8‡	Own Y	4-4¼x5½	28.9	Str.	G.	Bos-A.	L-N‡.	P. Own	Own Y.	Spi.	Own H	R.	F.	A.	Own.	Ross.	Hoo.	Var.
Autocar		3-3½	....	114°	S-34x5‡	S-36x10‡	Own Y	4-4¼x5½	28.9	Str.	G.	Bos-A.	L-N*.	P. Own.	Own Y.	Spi.	Own J	R.	F.	A.	Own.	Ross.	Hoo.	Var.
Autocar	6-M MT	5, TT	....	156°	S-34x6	S-36x12	Own M	4-4½x5½	32.4	Str.	G.	Bos-A.	L-N‡.	P. Own.	Own B.	Spi.	Own M	R.	F.	A.	Own.	Ross.	Hoo.	7400°
§Bethlehem	KN	1	1595	125	P-33x5	P-33x5	Own KN	4-3½x5	19.6	Zen.	V.	Bos-A.	G&D.	P. B&B	Ful SU.	Spi.	Eat 1000	B.	½	.	Eat.	Ross.	Van.	2880
§Bethlehem	GN	2	2495	137½	S-36x4	S-36x7	Own GN	4-4x5¼	25.6	Zen.	V.	Bos-A.	G&D.	P B&B.	Ful	Spi.	Wis 60A	R.	½	A.	She.	Lav.	Smi.	4100
Bethlehem	L	2½	3195	145	S-36x4	S-36x8	Own H	4-4x5¼	25.6	Zen.	V.	Bos-A.	G&D.	D. Ful	Ful GU15.	Spi.	Wis 88E	R.	½	A.	She.	Lav.	Smi.	5200
Bethlehem	M2CS	3½	....	145°	S-36x5	S-36x6	Own H	4-4x5¼	25.6	Zen.	V.	Bos-A.	G&D.	D. B-L°	B-L 55°.	Spi.	Wis 12OFG	R.	½	A.	She.	Lav.	Smi.	6800°
Biederman		1	....	138	P-30x5	P-30x5	Con 8R	6-3⅜x4½	27.3	Zen.	G.	Del.	A-L.	D. B-L	B-L 31.	Spi.	Cla	B.	½	A.	Shu.	Ross.	Cla.	3200
Biederman		1½-1¾	....	166°	S-34x5	S-34x8°	Con 6M	6-3⅜x4½	27.3	Zen.	G.	Del.	A-L°.	D. B-L	B-L 31.	Spi.	Tim	W.	½	A.	Shu.	Ross.	StM.	4600°
Biederman		2½	....	160°	S-36x5	S-36x10	Con 6M	6-3⅜x4½	27.3	Zen.	G.	Del.	Del.	D. B-L	B-L 51.	Spi.	Tim	W.	F.	A.	Shu.	Ross.	Bet.	4100
Biederman		3½	....	180°	S-36x6	S-36x12	Con 6B	6-3¾x5	33.7	Zen.	G.	Del.	Del.	D. B-L	B-L 51.	Spi.	Tim	W.	F.	A.	Shu.	Ross.	Bet.	7000
Biederman		5	....	180°	S-36x7	S-36x14	Con 6B	6-3¾x5	33.7	Zen.	G.	Del.	Del.	D. B-L	B-L 60.	Spi.	Tim	W.	F.	A.	Shu.	Ross.	Day.	9200
Bridgeport	AT	2	....	148	S-34x4	S-34x8	Buda WTU	4-3¾x5½	22.5	Zen.	V.	Eis.	None	D. B-L	B-L 30.	Spi.	Tim 6462	W.	½	A.	Shu.	Ross.	Jon.	4700
Bridgeport	R	3	....	160	S-36x5	S-36x10	Buda ETU	4-4¼x5½	28.9	Zen.	V.	Eis.	None	D. B-L	B-L 35.	Spi.	Tim 65660D	W.	F.	A.	She.	Ross.	Jon.	5800
Bridgeport	G	7	....	170	S-36x6	S-40x14	Buda BTU	4-5x6½	40.0	Zen.	V.	Eis.	None	D. B-L	B-L 60.	Spi.	Tim 6760	W.	F.	A.	She.	Ross.	Smi.	8500
Brockway Junior		1	....	130	P-30x5	P-30x5	Wisc C	4-3¾x5	22.5	Zen.	V.	A-L	A-L	P. B& B	B-L 30.	Spi.	Col 34001	B.	½	A.	Col.	Gem.	Cla.	2090
Brockway	E-EY	1½	....	135°	P-33x5	P-33x5	Wis SU°	4°-4x5	25.6	Zen.	V.	Eis.	L-N	D. B-L	B-L 30.	Spi.	Col 54002	B.	¾	A.	Col.	Gem.	Van.	3460°
Brockway	E8	1½	....	153	P-32x6	P-32x6	Wis SU	4-4x5	25.6	Zen.	V.	Eis.	L-N	D. B-L	B-L 30.	Spi.	Col 54003	B.	¾	A.	Col.	Gem.	Van.	4000
Brockway	S, SK	2	....	147°	S-34x4	S-34x6‡	Con K4°	4-4½x5¼°	27.2	Zen.	V.	Eis.	L-N	D. B-L	B-L 35°	Spi.	Tim 14700	W.	¾	A.	Tim.	Ross.	Hoo.	4660°
Brockway	SY	2	....	150	P-32x6	P-34x7	Wis Y	6-3⅜x5	27.3	Zen.	V.	Eis.	L-N.	D. B-L	B-L 35.	Spi.	Wis 4600	R.	F.	E.	Col.	Gem.	Van.	5145
Brockway		3	....	153°	S-36x4	S-36x8‡	Con K4°	4°-4½x5¼	27.2	Zen.	V.	Eis.	L-N.	D. B-L	B-L 35°	Spi.	Tim 65600D	W.	F.	A.	Tim.	Ross.	Day.	Var.
Brockway		4	....	164°	S-36x5	DS-36x5°	Con L4°	4°-4½x5½	32.4	Zen.	V.	Eis.	L-N.	D. B-L	B-L 55°	Spi.	Tim 66600	W.	F.	A.	Tim.	Ross.	Day.	Var.
Brockway	T,T-15	5	....	174°	S-36x6	S-40x14	Con B7	4-5x6	40.0	Zen.	V.	Eis.	L-N.	D. B-L	B-L 60.	Spi.	Tim 68700S	W.	F.	A.	Tim.	Ross.	Day	10065°
Brockway	BT	7½	....	150	S-36x6	S-40x14	Buda BTU	4-5x6½	40.0	Zen.	V.	Eis.	L-N.	D. B-L	B-L 70.	Spi.	Tim 68700S	W.	F.	B.	Tim.	Ross.	Day.	10000
Buck	34-36	1½	....	160°	P-32x6	P-32x6	Con 8R°	6°-3⅜x4½	27.3	Zen.	V.	Bos-A.	Bos-A.	D. B-L	B-L 31.	Spi.	Tim 6258	W.	½	A.	Tim.	Ross.	Smi.	3500°
Buck	44-45	2	....	160°	S-36x4‡	S-36x7‡	Con S4°	4°-4¼x4½	28.9	Zen.	V.	Bos-A.	Bos-A.	D. B-L	B-L 35°	Spi.	Tim 6462	W.	½	A.	Tim.	Ross.	Smi.	5000°
Buck	64-66	3	....	163°	S-36x5‡	S-36x10‡	Con L4°	4°-4½x5½	32.4	Zen.	V.	Bos-A.	Bos-A.	D. B-L	B-L 55.	Spi.	Tim 6566	W.	F.	A.	Tim.	Ross.	Smi.	6100
Buck	84-86	5	....	183°	S-36x6‡	S-40x12‡	Con 7T°	6°-4½x5¼	40.8	Zen.	V.	Bos-A.	Bos-A.	D. B-L	B-L 60.	Spi.	Tim. 6666	W.	F.	A.	Tim.	Ross.	Smi.	8950
Buck	94-96	5½	....	183°	S-36x7‡	S-40x7	Con B7°	4°-5x6	40.0	Zen.	V.	Bos-A.	Bos-A.	D. B-L	B-L 60.	Spi.	Tim 6760	W.	F.	A.	Tim.	Ross.	Smi.	9500
Chevrolet Sup. Com. Ch.		½	375	103	B-29x4.40	B-29x4.40	Own	4-3 1/16x4	21.7	Car.	V.	Rem.	Rem.	P. Own-	Own Sup.	Own.	Own Sup	S.	½	A.	Own.	Own	Hay.	1490

ABBREVIATIONS:

°—Also Others
‡(Tires)—Pneumatics Extra
‡(Elec. Syst.)—Generator and Starter at extra cost
*—Starter Extra
†—No Starter, Generator Extra
½—½ Floating
¾—¾ Floating
A—Rear Wheels Only
A-L—Auto-Lite
Apo—Apolo Magneto
Arc—Archibald
A-W—Auto Wheel Co.
B (Brakes)—Drive Shaft and Rear Wheels
B (Final Drive)—Straight Bevel
B (Tires)—Balloons
B.B—Ball and Ball
B&B—Borg and Beck
Bet—Bethlehem Steel
B-G—Bowling Green
Bim—Bimel
B-L—Brown Lipe
Blo—Blood Bros.
Bos-A—American Bosch
Bos-R—Robert Bosch
Bud—Budd
C-Chain
Car—Carter
Cla—Clark
Col—Columbia
Con (Engines)—Continental
Con (Elec. Syst.)—Connecticut
Cot—Cotta
Cov—Covert
D (Axles)—Dead
D (Brakes)—Jackshaft and Rear Wheels
D (Clutch)—Multiple Dry Disk
Day—Dayton
Del—Delco
D-G—Detroit Gear
Dis—Disteel (Motor Wheel)
DJ—DeJon
DP—Dual Pneumatics
DS—Dual Solids
Dur—Durston
Dyn—Dyneto
E—Four wheel Brakes
Eat—Eaton
Eis—Eiseman
F—Full Floating
Fli—Flint
Ful—Fuller
G—Gravity
G&D—Gray and Davis
Gem—Gemmer
Han—Hannum
Har—Hartford (Spicer)
HaS—Hall Scott
Hay—Hayes
Her—Hercules
Hin—Hinkley
Hol—Holley
Hoo—Hoopes Bros.
H-S—Hele-Shaw
I—Internal Gear
Ind—Indestructible Wheel Co.
Int—Interstate Foundry
Jac—Jacox
Jon—Phineas Jones
K—Cone
Kel—Kelsey
Kni—Knight (Yellow Sleeve)
Lav—Lavine (Hannum)
L-N—Leece-Neville
Lon—Long
Lyc—Lycoming
Mar—Marvel
M-E—Merchant and Evans
M.M—Machanics Machine
Mot—Motor Wheel
Mun—Muncie
N-E—North East
O—Multiple Disk in Oil
Opt—Optional
P—(Clutch)—Single Plate
P (Final Drive)—Spur Gear
P (Fuel Feed)—Pressure
P (Tires)—Pneumatics
Pet—Peters
Pic—Pick
Pru—Prudden
R—Double Reduction
Rem—Remy
Roc—Rockford
Roy—Royer
S (Final Drive)—Spiral Bevel
S (Tires)—Solid
Sal—Salisbury
Sch (Carbureter)—Schebler
Sch (Wheels)—Schwartz
Sci—Scintilla
She—Sheldon
Shu—Shuler
Smi—Smith
Sne—Snead
Spi—Spicer
Spl—Spitdorf
Std (Axles)—Standard Parts Co.
Std (Wheels)—Standard Wheel Co.
Ste—Stewart
St.M—St. Marys
Str—Stromberg
The—Thermoid
Thei—Theimer
Til—Tillotson
Tim—Timken
TT—Tractor Truck
U-M—Universal Machine
U-P—Universal Products
V—Vacuum
Van—Van Wheel Corp.
Var—Various
W—Worm
Wal—Walker
Wau—Waukesha
Wes—Westinghouse
W-G—Warner Gear
Wis—Wisconsin
Woh—Wohlrab
Yell—Yellow Sleeve
Zen—Zenith

Truck Chassis

TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES TYPE & SIZE		ENGINE			FUEL		ELECTRICAL SYSTEM		Clutch	Gearset	Universals Make	REAR AXLE			Brakes Location	Front Axle Make	Steering Gear Make	Wheels Make	Weight (Lbs.)
				Front	Rear	Make and Model	No. of Cyls. Bore and Stroke (Ins.)	NACC H.P.	Carbureter	Feed Type	Ignition Make	Generator and Starter Make	Type and Make	Make and Model		Make and Model	Final Drive	Axle Type					
§Chevrolet Sup.	1	550	124	B-29x4.40	P-30x5	Own Sup.	4-3½x4	21.7	Car.	V.	Rem.	Rem.	P. Own	Own Sup.	Own.	Own Sup.	S.	½	A.	Own.	Own.	Kel.	1985
Chicago	10	1	132	P-30x5	P-30x5	Her OX.	4-4x5	25.6	Zen.	G.	Apo.	A-L.	D. B-L	B-L 31.	Pic.	Cla B365	B.	½	A.	Tim.	Ross.	St.M.	3240
Chicago	15B-W	1½	145	P-32x6	P-36x6°	Her OX.	4-4x5	25.6	Zen.	G.	Apo.	A-L‡.	D. B-L	B-L 31.	Pet.	Tim 5620°	B°	F°	A.	Tim.	Ross.	St.M.	3240
Chicago		2½–3	168°	S-36x4°.	S-36x8°	Her OX.	4-4x5	25.6	Zen.	G.	Apo.	None	D. B-L	B-L 35.	Pet.	Tim65660D°	W°	F.	A.	Tim.	Gem°	St.M°	5250°
Chicago		3½–4	183°	S-36x5	S-36x10°	Her L.	4-4½x5¾	32.4	Zen.	G.	Apo.	None	D. B-L	B-L 55.	Pet.	Tim 6666°	W°	F.	A.	Tim.	Gem°	St.M°	5250°
Chicago	50	5	183°	S-36x6	S-40x12	Her L.	4-4½x5¾	32.4	Zen.	G.	Apo.	None	D. B-L	B-L 60 Max	Pet.	Tim 6760W.	W.	F.	A.	Tim.	Gem.	Smi.	8500
Clinton	20-20B	1¼	153	P-30x5	P-30x5	Wau V.	4-4x5	25.6	Zen.	V.	Bos-A.	Bos-A.	D. B-L	B-L 31.	Blo.	Cla B501°.	B°	½	A.	Shu°	Ross.	St.M.	3750
Clinton	32	1½	153	P-32x6	P-32x6	Wau V.	4-4x5	25.6	Zen.	V.	Bos-A.	Bos-A.	D. B-L	B-L 31.	Blo.	Cla 501.	B.	½	A.	Shu.	Ross.	St.M.	3950
Clinton	45	2	163	S-34x4‡	DS-34x4‡	Wau V.	4-4x5	25.6	Zen.	V.	Bos-A.	Bos-A.	D. B-L	B-L 35.	Blo.	Tim 6462.	W.	½	A.	Tim.	Ross.	St.M.	4875
§Clinton	65	3	184	S-34x5‡	DS-34x5‡	Wau CU.	4-4¾x5¾	30.6	Zen.	V.	Bos-A.	Bos-A*.	D. B-L	B-L 55.	Blo.	Tim 6566.	W.	F.	A.	Tim.	Ross.	St.M.	5925
Clinton	90,90M	4	190	S-36x5	DS-36x6	Wau DU.	4-4½x6¼	32.4	Zen.	V.	Bos-A.	Bos-A.	D. B-L	B-L 55°	Blo.	Tim 6666.	W.	F.	A.	Tim.	Ross.	St.M.	8000°
Clinton	120L-LM-SM	5–5½	204°	S-36x6	DS-36°x7	Wau EU.	4-5x6¼	40.0	Zen.	V.	Bos-A.	Bos-A.	D. B-L	B-L 60°.	Blo.	Tim 6760.	W.	F.	A.	Tim.	Ross.	St.M.	9550°
Clydesdale	16	1	140	P-34x5	P-34x5	Con S4.	4-4¼x4½	28.9	Zen.	V.	Bos-A.	Bos-A.	D. B-L	B-L 31.	Spi.	Tim 5620.	B.	F.	A.	Tim.	Ross.	St.M.	3450
Clydesdale	10A	1¼	154°	P-34x5	P-34x5	Con J4.	4-3¾x5	22.5	Zen.	V.	Bos-A.	Bos-A.	D. B-L	B-L 31.	Spi.	Tim 6258.	W.	½	A.	Tim.	Ross.	Smi.	3250
Clydesdale	12-14	1½	152°	P-32x6	P-32x6	Con 8R.	6-3¾x4½	27.3	Str.	V.	Bos-A.	Bos-A.	D. B-L	B-L 31.	Spi.	Tim 6258.	W.	½	A.	Tim.	Ross.	Smi.	3600°
Clydesdale	9	2	160°	S-34x4	S-34x6	Con S4.	4-4¼x4½	28.9	Zen.	V.	Bos-A.	Bos-A*.	D. B-L	B-L 35.	Spi.	Tim 6462.	W.	½	A.	Tim.	Ross.	Smi.	4600
Clydesdale	8-6X,	2½–3	156°	S-36x4	S-36x8	Con K4.	4-4½x5¼	27.2	Zen.	V.	Bos-A.	Bos-A*.	D. B-L	B-L 35°.	Spi.	Tim 6566.	W.	F.	A.	Tim.	Ross.	Smi.	5300°
Clydesdale	6	3	163°	S-36x5	DS-36x5	Con L4.	4-4½x5½	32.4	Zen.	V.	Bos-A.	Bos-A*.	D. B-L	B-L 51.	Spi.	Tim 6566.	W.	F.	A.	Tim.	Ross.	Smi.	5850
Clydesdale	4-4X	3½	177°	S-36x6°	DS-40x6°	Con B5°	4-4¾x6	36.0	Zen.	V.	Bos-A.	Bos-A*.	D. B-L	B-L 60 Max	Spi.	Tim 6666.	W.	F.	A.	Tim.	Ross.	Smi.	7500°
Clydesdale	2	5	176°	S-36x7	DS-40x7	Con B7.	4-5x6	40.0	Zen.	V.	Bos-A.	Bos-A*.	D. B-L	B-L 60 Max	Spi.	Tim 6760.	W.	F.	A.	Tim.	Ross.	Smi.	9750
Coleman	D-40	2½	130	P-38x7	P-38x7	Buda HS.	6-3⅜x4½	27.3	Str.	V.	Bos-A.	Remy.	D. Ful.	Ful GU12.	Spi.	Wis.	R.	F.	E.	Wis.	Ross.	Day.	6800
Commerce Distributor	1		130	P-30x5	P-30x5	Con 7U.	6-3½x4¼	23.4	Zen.	V.	A-L.	A-L.	P. Lon.	Cov JUH.	Blo.	Cla B 365.	B.	½	A.	Shu.	Ross.	Smi.	2900
§Commerce	11	1½	142°	P-34x5°	P-36x6°	Con S4.	4-4¼x4½	28.9	Zen.	V.	Bos-A.	Bos-A.	D. Ful.	Ful SU12.	Blo.	Cla B 501.	S.	½	A.	Shu.	Ross.	Smi.	3700°
§Commerce	S14	2	146°	S-36x4	S-36x7	Con S4.	4-4¼x4½	28.9	Zen.	V.	Bos-A.	Bos-A.	D. B-L	B-L.	Blo.	Tim 6462.	W.	½	A.	Tim.	Ross.	Smi.	4300
§Commerce	25A-C	2½	144°	S-36x5	S-36x10	Con K4.	4-4½x5¼	27.2	Zen.	V.	Eis.	Bos-A.	D. B-L	B-L 51.	Blo.	Tim 65660D	W.	F.	A.	Tim.	Ross.	Smi.	5400
Commerce	26	3	176°	P-36x6.	P-40x8	Con 6B.	6-3¾x5	33.7	Zen.	V.	Bos-A.	Bos-A.	D. B-L	B-L.	Blo.	Tim 6566°.	W.	F.	A.	Tim.	Ross.	Smi.	5900
Commerce Relay	27.	2½	144°	S-36x5	S-36x10	Con K4.	4-4½x5¼	27.2	Zen.	V.	Eis.	Bos-A.	D. B-L	B-L 51.	Blo.	Relay 74.	R.	F.	B.	Tim.	Ross.	Smi.	6075
Commerce Relay	28	3	176°	P-36x6	P-40x8	Con 6B.	6-3¾x5	33.7	Zen.	V.	Bos-A.	Bos-A.	D. B-L	B-L.	Blo.	Relay 74.	R.	F.	B.	Tim.	Ross.	Smi.	6375
Commerce "Relay"	30	3½	156°	P-36x6°	S-40x12	Con 6B.	6-3¾x5	33.7	Zen.	V.	Bos-A.	Bos-A.	D. Cov.	Cov SH.	Blo.	Relay 74.	R.		B.	Shu.	Ross.	Smi.	7500
Coleman	D-40	2½	130	P-38x7	P-38x7	Buda HS.	6-3⅜x4½	27.3	Str.	V.	Bos-A.	Bos-A.	D. Ful.	Ful GU14.	Spi.	Wis D101.	R.	F.	E.	Wis.	Ross.	Day.	6800
Coleman		5	144	P-42x9	P-42x9	Buda YBU-I°	4°–4½x6	32.4	Str.	V.	Bos-A.	Bos-A.	D. Ful.	Ful GU14°	Spi.	Wis 120J FF	R.	F.	E.	Wis.	Ross.	Day.	Var.
Concord	K	1	1750	130	P-30x5	P-30x5	Buda WTU.	4-3¾x5½	22.5	Zen.	V.	A-L.	A-L.	D. Cov.	Cov JUC.	Spi.	Col 53008.	B.	¾	A.	Col.	Ross.	St.M.	2900
Concord	GX	2	2800	150	P-32x6	P-34x7	Buda KBU.	4-4x5¼	25.6	Zen.	V.	Eis.	A-L.	D. B-L	B-L 35.	Blo.	Tim 6462.	B.	F.	A.	Tim.	Ross.	Smi.	5800
Concord		3		150°	P-36x6	S-36x10	Buda EBU.	4-4¼x5½	28.9	Zen.	V.	Eis.	Opt.	D. B-L	B-L 51.	Blo.	Tim 6570S.	W.	F.	B.	Tim.	Ross.	Arc.	4600
Corbitt	20-21	1		130°	P-30x5	P-30x5	Con 20L°.	6-2¾x4¾	18.1	Zen.	V.	Rem.	Rem.	D. B-L	B-L.	Spi.	Cla B 365.	B.	½	A.	Eat.	Ross.	Smi.	3025°
Corbitt	25	1½		140	P-30x5	P-32x6	Con S4.	4-4¼x4½	28.9	Str.	V.	Bos-A.	Bos-A.	D. B-L	B-L 31.	Spi.		W.	½	A.	She.	Ross.	Smi.	4100
Corbitt	40,C	2		148	P-36x6°	S-36x7	Con S4°.	4-4¼x4½	28.9	Zen°	V.	Bos-A°	Bos-A.	D. B-L	B-L 51.	Spi.	Tim64600SP	W.	½	B.	Tim.	Ross.	Smi.	5195°
Corbitt	B	2½		152	S-36x4‡	S-36x8‡	Con K4.	4-4½x5¼	27.2	Str.	V.	Eis.	Bos-A‡.	D. B-L	B-L 35.	Spi.	Tim65700SP	W.	F.	B.	Tim.	Ross.	Smi.	5325
Corbitt		3–4		178°	S-36x5°	S-36x10	Con L4.	4-4½x5½	32.4	Str.	V.	Eis.	Bos-A‡.	D. B-L	B-L 55°.	Spi.	Tim 6666°.	W.	F.	B.	Tim.	Ross.	Smi.	7370°
Corbitt	70	5		178	S-36x6	DS-40x6	Buda BTU.	4-5x6½	40.0	Str.	V.	Eis.	L-N.	D. B-L	B-L 60 Max	Spi.	Tim 68700.	W.	F.	B.	Tim.	Ross.	Smi.	9410
Day Elder		1	1345	131	P-30x5	P-30x5	Con 11U.	6-3¼x4⅝	25.3	Zen.	V.	Remy.	Remy.	D. B-L	B-L 20B.	Spi.	Col 34000.	B.	½	A.	Col.	Ross.	Cla.	2800
Day-Elder	G	1½		128°	S-34x4‡	S-34x5‡	Buda WTU.	4-3¾x5⅛	22.5	Zen.	V.	Eis.	Bos-A‡.	D. B-L	B-L 20B.	Spi.	Tim 6258.	W.	½	A.	Tim.	Ross.	Van.	3700
Day-Elder	HSM-H	2		144°	S-34x4‡	S-34x6‡	Buda WTU°.	4-3¾x5⅛	22.5	Zen.	V.	Eis.	Bos-A‡.	D. B-L	B-L 31.	Spi.	Tim 64600D	W	½	A.	Tim.	Ross.	Van.	4300°
Day-Elder	I	2½		144°	S-36x4‡	S-36x8‡	Buda KBU.	4-4x5¼	25.6	Zen.	V.	Eis.	Bos-A‡.	D.B-L.	B-L 35.	Spi.	Tim65600D	W	F.	A.	Tim.	Ross.	Van.	5700
Day-Elder	J	3		156	S-36x5‡	S-36x10‡	Buda EBU.	4-4¼x5½	28.9	Zen.	V.	Eis.	Bos-A‡.	D. B-L	B-L 51.	Spi.	Tim 65600D	W	F.	A.	Tim.	Ross.	Van.	6500
Day-Elder	K	4		162°	S-36x5	S-36x12	Buda YBU.	4-4½x6	32.4	Zen.	V.	Eis.	Bos-A†.	D. B-L	B-L 55.	Spi.	Tim 66600.	W	F.	A.	Tim.	Gem.	Van.	8500
Day-Elder	L	5		170°	S-36x6	DS-40x7	Buda BTU.	4-5x6½	40.0	Zen.	V.	Eis.	Bos-A‡.	D. B-L	B-L 60.	Spi.	Tim 67600.	W	F.	A.	Tim.	Gem.	Van.	10000
Defiance	FRT	2		145	P-30x5	P-32x6	Own.	6-3½x5	23.4	Zen.	V.	A-L.	A-L.	P. B&B	Dur.	Spi.	Tim 5620.	B.	F.	A.	She.	Lav.	Smi.	3400
Defiance	EVT	2–2½		160	S-36x4	S-36x8	Her.	4-3¾x5½	22.5	Zen.	V.	Bos.		P. B&B	Cot.	Spi.	Tim 6460.	W.	½	A.	Tim.	Ross.	St.M.	4300
Denby		1–1½		128	P-34x5	P-36x6°	Her O.	4-4x5	25.6	Zen.	G.	A-L.	A-L.	D. Ful.	Ful.	U-P.	Col.	S.	¾		Con.	Ross.	St.M.	3365°
Denby	43	2½		155	S-36x4	S-36x8	Her O.	4-4x5	25.6	Zen.	G.	Eis.		D. Ful.	Ful.	U-P.	Cla.	I.	D.		Con.	Ross.	Smi.	4925
Denby	35	3		155	S-36x4	S-36x8	Con K4.	4-4½x5¼	27.2	Zen.	G.	Eis.		D. Ful.	Ful.	U-P.	Cla.	I.	D.		Con.	Ross.	Smi.	5090
Denby	27	4		170	S-36x5	S-36x12	Con L4.	4-4½x5½	32.4	Zen.	G.	Eis.		D. Ful.	Ful.	U-P.	Cla.	I.	D.		Tim.	Ross.	Smi.	7020
Denby	210	5		170	S-36x6	DS-40x6	Con B5.	4-4¾x6	36.1	Zen.	G.	Eis.		D. Ful.	Ful.	U-P.	Cla.		D.		Tim.	Ross.	Smi.	8590
§Diamond	T76	1		130	P-30x5	P-30x5	Her OXA.	4-4x5	25.6	Zen.	G.	Apo.	A-L†.	D. Cov.	Cov JUC.	Spi.	Col 53008.	B.	¾	A.	Col.	Ross.	Smi.	3240
Diamond	T3	1½		144	S-34x4	S-34x7	Her OXA.	4-4x5	25.6	Str.		Apo.	A-L‡.	D. Cov.	Cov JUC.	Spi.	Tim 6462.	W.	½	A.	Shu.	Ross.	Smi.	5250
Diamond	T4	1½		144½	P-30x5	P-32x6	Her OXA.	4-4x5	25.6	Str.		Apo.	A-L‡.	D. Cov.	Cov JUC.	Spi.	Tim 5620.	S.	F.	A.	Shu.	Ross.	St.M.	4500
Diamond	TU4,-TT	2½		163°	S-36x4	S-36x8	Her KA.	4-4¼x5¾	28.9	Str.	G.	Apo.	A-L.	D. Cov.	Cov RAD4	Spi.	Tim 6566.	W.	F.	A.	Tim.	Ross.	Smi.	6100°
Diamond	TK2,-TT	3½		170°	S-36x5	DS-36x5	Her LA.	4-4½x5¾	32.4	Str.	V.	Apo.	A-L.	D. Cov.	Cov SB°.	Spi.	Tim 6666.	W.	F.	A.	Tim.	Ross.	Smi.	7900°
Diamond	TS2	5		180	S-36x6	DS-40x6	Her GA.	4-4¾x5¾	36.1	Str.	V.	Apo.	A-L.	D. Cov.	Cov SB.	Spi.	Tim 6760.	W.	F.	A.	Tim.	Ross.	Smi.	9500
Diamond	TS7	7½		170	S-36x7	S-40x14	Her G.	4-4¾x5¾	36.1	Str.	G.	Apo.	A-L.	D. Cov.	B-L 70.	Spi.	Tim.	W.	F.	A.	Tim.	Ross.	Smi.	10000
Diamond	TT3T	TT		119½	S-36x3½	S-36x5	Her OXA.	4-4x5	25.6	Str.	V.	Apo.	None	D. Cov.	Cov.	Spi.	Tim.	W.	½	A.	Tim.	Ross.		
Diamond	TS2T	TT		140	S-36x6	DS-43x5	Her GA.	4-4¾x5½	36.1	Str.	V.	Apo.	None	D. Cov.	B-L 60.	Spi.	Tim 6760.	W.	F.	A.	Tim.	Ross.		
Dixon		2	2950	146	S-34x4	S-34x6	Her OX.	4-4x5	25.6	Zen.	V.	Eis.	Remy.	D. Ful.	Ful GU.	Spi.	Tim 6462.	W.	½	A.	Shu.	Ross.	Van.	4600
Dixon		3	4200	156	S-36x5	S-36x10	Her G.	4-4¾x5¾	36.1	Zen.	V.	Eis.	Remy.	D. Ful.	Ful HU.	Spi.	Tim 6570D	W	F.	A.	Shu.	Ross.	Day.	6100
Dixon		3½–5	4500°	160	S-36x5	S-36x10°	Her G.	4-4¾x5¾	36.1	Zen.	V.	Eis.	Remy.	D. Ful.	Ful.	Spi.	Tim 6666.	W.	F.	A.	Shu.	Ross.	Day°	6600°
Dodge Brothers	No. 1	¾	670	116	B-31x5.25	B-31x5.25	Own.	4-3⅞x4½	24.0	Ste.	V.	N-E.	N-E.	D. Own	Own Spec.	Own.	Own.	S.	½	A.	Own.	Own.	Kel.	2160
Dorris	K-2	1	2490	Opt.	P-33x5	P-33x5	Own.	4-4x5	25.6	Str.	V.	Bos-A.	Wes.	D. Own	W-G.	Spi.	Tim 5512.	B.	½	A.	Tim.	Ross.	Mun.	2000
Dorris	K-5	2½	3785	Opt.	S-36x5‡	S-36x8	Own.	4-4¼x5½	28.9	Str.	G.	Bos-A.	Bos-A.	D. Own	B-L 55.	Spi.	Tim 6566.	W.	F.	A.	Tim.	Ross.	Day.	5650
Dorris	K-8	4	4835	Opt.	S-36x5‡	S-36x12	Own.	4-4¼x5½	28.9	Str.	G.	Bos-A.	Bos-A.	D. Own	B-L 55.	Spi.	Tim 6666D.	W.	F.	A.	Tim.	Ross.	Day.	7510
Double Drive	TT	3	4000	144	S-36x6‡	S-36x6‡	Buda ETU.	4-4¼x5½	28.9	Zen.	V.	Spl.	Opt.	D. Det.	Own DTP.	Own.	Own DTP.	W.	½	B.	Own.	Ross.	Std.	6250
Douglas		1½		150°	P-30x5	P-32x6	Buda WTU°.	4°–3¾x5⅞	22.5	Sch.	V.	Eis.	A-L.	D. Ful.	Ful.	Blo.	Wis 460.	R.	F.	A.	Tor.	Ross.	Smi.	3950°
Douglas		2		168°	P-32x6	P-36x8°	Buda DS6°.	6°–3⅝x5	31.5	Sch.	V.	Eis.	A-L.	D. Ful.	Ful GU14.	Blo.	Wis 660.	R.	F.	A.	Tor.	Ross.	Smi.	Var.
Douglas		3		189°	P°–36x6	DP°–38x7	Buda BUS°.	6°–4x5½	38.4	Sch.	V.	Eis.	Opt.	D. Ful.	Ful G7°.	Blo.	Wis 88EF.	R.	F.	A.	Shu.	Ross.	Van.	6800°
Duplex	A	2		160	S-34x4‡	DS-36x7‡	Hin HAA.	4-4x5¼	25.6	Str.	V.	Eis.	Wes.	D. B-L	B-L.	Pet.	Tim.	W.	½	A.	Tim.	Ross.	Mot.	3900
Duplex	AC	3		165	S-34x5‡	DS-36x8‡	Buda EBU-I.	4-4¼x5½	28.9	Zen.	V.	Eis.	Opt.	D. B-L	B-L 51.	Pet.	Tim.	W.	½	A.	She.	Ross.	Mot.	4400
Duplex	E	3½		130	S-36x8‡	S-36x8	Buda EBU-I.	4-4¼x5½	28.9	Zen.	V.	Eis.	Opt.	D.B-L.	B-L 50.	Pet.	Tim.	W.	F.	A.	Shu.	Ross.	Mot.	5500
Eagle	102	2		134°	P-34x5	P-34x5	Buda WTU.	4-3¾x5⅛	22.5	Zen.	G.	Eis.	Bos-A‡.	D. Cov.	Cov JUC.	Pet.	Wis 51.	R.	½	A.	Col.	Ross.	Smi.	3800
Eagle	105	3		130°	S-34x5‡	S-34x8‡	Buda KTU.	4-4x5¼	25.6	Zen.	G.	Eis.		D. Cov.	CovRUP4C	Pet.	Wis 88EF.	R.	F.	A.	Col.	Ross.	Smi.	5150
Eagle	106-7	5–5½		144°	S-36x6	S-36x12°	Buda YTU.	4-4½x6	32.4	Zen.	G.	Eis.		D. B-L	B-L 60.	Pet.	Wis 1200°.	R.	F.	A.	Wis.	Ross.	Smi.	
F. W. D.	H	1½	2800	121	S-36x5	S-36x5	Wis SU.	4-4x5	25.6	Zen.	V.	Eis.	A-L.	D.Det.	Cot.	Own.	Own.	B.	F.	B.	Own.	Ross.	Bim.	5300
F. W. D.		3–3½		124	S-36x6°	S-36x6°	Own A.	4-4¾x5½	36.1	Str.	G.	Eis.	N-E‡.	O. H-S.	Cot DAF.	Own.	Own.	B.	F.	B.	Own.	Ross.	Bim.	6460°
Fageol	130	1½	2175	156	P-30x5	P-30x5	Wau V.	4-4x5	25.6	Zen.	V.	Bos-R.	Remy.	D. B-L	B-L 31.	Spi.	Tim 5620.	B.	F.	A.	Tim.	Ross.	Bud.	4000
Fageol	230B	2½	3600	172	S-36x5	S-36x8	Wau V.	4-4x5	25.6	Zen.	V.	Bos-R.	Remy.	D. B-L	B-L 50.	Spi.	Tim 6566.	W.	F.	A.	Tim.	Ross.	Van.	5500
Fageol	340	3	4200	172	S-36x5	DS-36x5	Wau CU.	4-4¾x5¾	30.6	Zen.	V.	Bos-R.	Remy.	D. B-L	B-L 51&60	Spi.	Tim 65700.	W.	F.	A.	Tim.	Ross.	Van.	7000
Fageol	370	3	4762	172	S-36x6 °	D-S36x6°	Wau 6QL.	6-4x5¾°	38.4	Zen.	V.	Bos-R.	Remy.	D. B-L	B-L 55&60	Spi.	Tim 65700.	W.	F.	A.	Tim.	Ross.	Van.	7500
Fageol		4–5½		172	S-36x6	DS-36x6°	Wau DU°.	4°–4½x6¼	32.4	Zen.	V.	Bos-R.	Remy.	D. B-L	B-L 55&60	Spi.	Tim 6666°.	W.	F.	A.	Tim.	Ross.	Van.	Var.
Federal Scout		1	995	124°	P-30x5	P-30x5	Wau.	4-3½x4½	19.0		V.			P.				B.	½	A.				
Federal Knight		1		124	P-30x5	P-30x5	Kni.	4-3⅜x4½	21.0	Zen.	V.	A-L.	A-L.	P. B&B	Own.	Pet.	Tim 5370.	B.	F.	A.	Own.	Gem.	M.M	2400
Federal Knight	S25	1¼		144°	P-30x5	P-32x6	Kni.	4-3⅜x4½	21.0	Zen.	V.	A-L.	A-L.	P. B&B	Own.	U-M.	Tim 5620.	B.	F.	A.	Own.	Gem.	M.M	3000°
Federal Knight	S1	2		144°	S-34x4	S-34x5	Kni.	4-3⅜x4½	21.0	Zen.	V.	A-L.	A-L.	P. B&B	Own.	U-M.	Tim 64600D	W.	½	A.	Own.	Gem.	M.M	3300
Federal	U4	2½		157	S-36x4‡	DS-36x4‡	Con K4.	4-4½x5¼	27.2	Zen.	V.	Eis.	Rem.	P. B&B	D-G.	Pet.	Tim 65600D	W.	F.	A.	Own.	Gem.	Smi.	5300
Federal	2B6	3		190	P-32x6	DP-32x6	Con 6B.	6-3¾x5	33.7	Zen.	V.	Eis.	Rem.	P. B&B	B-L 55.	Pet.	Tim 6560SP	W.	F.	B.	Own.	Gem.	Bud.	5400
Federal	W3	4		157	S-36x5	DS-40x5	Con L4.	4-4½x5½	32.4	Zen.	V.	Eis.	Rem.	P. B&B		Spi.	Tim 6660D.	W.	F.	A.	Tim.	Gem.	Smi.	7000
Federal	8	5½		163	S-36x6	S-40x14	Con B7.	4-5x6.	40.0	Zen.	V.	Eis.	Rem.	P. B&B	B-L 60.	Pet.	Tim68700SP	W.	F.	B.	Tim.	Gem.	Smi.	9100
Federal	LD	TT		121	S-36x4	DS-36x4	Con K4.	4-4½x5¼	27.2	Zen.	V.	Eis.	Rem.	P. B&B		Pet.	Tim 65660D	W.	F.	A.	Own.	Gem.		5000
Federal	HD	TT		125	S-36x5	DS-36x5	Con L4.	4-4½x5½	32.4	Zen.	V.	Eis.	Rem.	P. B&B		Pet.	Tim 66660D	W.	F.	A.	Tim.	Gem.		6700
Fisher Jr. Express		1		136	P-30x5	P-30x5	Con 20L.	6-2¾x4¾	18.2	Zen.	V.	Bos-R.	Rem.	. Lon.	M.M LU.	Blo.	Sal F.	S.	½	B.	Sal.	Gem.	Kel.	2500
Fisher Fast Freight		1½		146	S-30x5	S-32x6	Con S4.	4-4¼x4½	28.9	Str.	V.	Bos-A.	Bos-A.	D. Ful.	Ful SU12.	Blo.	Col Spec. R.	B.	F.	A.	Col.	Gem.	Own.	3500

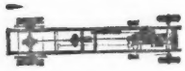
American Gasoline

TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES TYPE & SIZE Front	TIRES TYPE & SIZE Rear	ENGINE Make and Model	ENGINE No. of Cyls Bore and Stroke (ins.)	ENGINE NACC H.P.	FUEL Carbureter	FUEL Feed Type	ELECTRICAL SYSTEM Ignition Make	ELECTRICAL SYSTEM Generator and Starter Make	Clutch Type and Make	Gearset Make and Model	Universals Make	REAR AXLE Make and Model	REAR AXLE Final Drive	REAR AXLE Axle Type	Brakes Location	Front Axle Make	Steering Gear Make	Wheels Make	Weight (Lbs.)
Fisher Mer. Ex	2	....	146	S°-36x6	S°-36x7	Con S4	4-4¼x4½	28.9	Str	V.	Bos-A.	Bos-A.	D. Ful.	Ful SU12.	Blo.	Tim64600D°	W°	F.	A.	Tim.	Ross		
Fisher Heavy Duty	2½	....	155	P-32x6	DP-32x6	Con 6B	6-3⅜x5	33.7	Str	V.	Rem.	Rem.	D. Ful.	Fu. GU14.	Spi.	Eat 2250	B.	F.	A.	Shu.	Ross	Bud.	
§Ford T	1	325	123	B-29x4.40	P-30x5	Own TT	4-3⅜x4	22.5	Hol.	G.	Own	Own	D. Own	Own TT	Own.	Own TT	W.	½	B.	Own	Own		1577
Front Drive FT	1½	2800	120	S-36x6‡	S-36x6‡	Buda WTU	4-3⅜x5½	22.5	Zen.	V.	Spl.	Opt.	P B&B.	Own FP.	Own	Own D-2	W.	½	B.	Own	Ross	Std.	3350
§Garford 20	1	1485	136	P-30x5	P-30x5	Buda WTU°	4°-3⅜x5⅛	22.5	Zen.	V.	A-L.	A-L.	P. B&B	Mun	Spi.	Col	B.	½	A.	Col.	Han.	Day.	
Garford 30	1½-2	2690	144	P-32x6	P-34x7	Buda KTU°	4°-4x5¼	25.6	Zen.	G.	A-L.	A-L.	D. B-L.	B-L 35.	B-G.	Tim 6462	W.	½	A.	Col.	Han.	Day.	4700°
Garford 50-52,-TT	2½	4150°	156°	S-36x4	S-36x8	Buda BUS°	6°-4x5⅛	38.4	Zen.	G.	Spl.	None	D. Own	B-L 55	Spi°.	Tim 65666	W	F.	A.	Tim.	Ross	Day.	6200°
Garford 80	4	4950	162	S-36x5	S-36x12	Buda BTU	4-5x6½	40.0	Zen.	G.	Spl.	None	D. Own	B-L 60	B-G.	Tim 6666	W	F.	A.	Tim.	Ross	Bet.	8500
Garford 100	5	5400	162	S-36x6	S-40x14	Buda BTU	4-5x6½	40.0	Zen.	G.	Spl.	None	D. Own	B-L60	B-G.	Tim 6766	W	F.	A.	Tim.	Ross	Bet.	9450
Garford 80-100	TT	....	132	S-36x6°	S-40x14°	Buda BTU	4-5x6½	40.0	Zen.	G.	Spl.	None	D. Own	B-L60	B-G.	Tim 6760°	W	F.	A.	Tim.	Ross	Bet.	9450°
§Gary Express	1	1960	132	P-35x5	P-35x5	Buda WTU	4-3⅜x5⅛	22.5	Str	V.	Eis	Rem.	D. Ful.	Ful TU ¾	Blo.	Tim 5511	W	½	A.	Tim.	Ross	Pru.	3500
§Gary G14	2	2790	144	S-36x4	S-36x7	Buda KBU-I	4-4x5¼	25.6	Str	V.	Eis	None	D. Ful.	Ful TU-3	Blo.	Tim 6462	W	½	A.	Tim.	Ross	Pru.	4500
§Gary E25	2½	3350	148	S-36x4	S-36x10	Buda EBU-I	4-4¼x5½	28.9	Str	V.	Eis		D. Ful.	Ful	Blo.	Tim 6566	W	F.	A.	Tim.	Ross	StM.	5500
Gary Oil Field	3	3750	150	P-36x6	P-40x8	Buda YBU-I	4-4½x6	32.4	Str	V.	Eis		D. B-L.	B-L	Spi.	Tim	W	F.	A.	Tim.	Ross	Day.	5680
Gary Oil Field	3	4250	160	P-36x6	P-40x8	Buda BUS.	6-4x5½	38.4	Str	V.	Eis		D. Ful.	Ful	Blo.	Tim 6566	W	F.	A.	Tim.	Ross	Day.	5850
Gary Y35	4	4450	162	S-36x5	S-40x12	Buda YBU-I	4-4½x6	32.4	Str	V.	Eis		D. Ful.	Ful	Spi.	Tim 6666	W	F.	A.	Tim.	Ross	Day.	8100
§Gary B50	5½	5450	182	S-36x6	S-40x14	Buda BTU	4-5x6½	40.0	Str	V.	Eis	None	D. Ful.	Ful	Spi.	Tim 6766	W	F.	A.	Tim.	Ross	Day.	9250
§G. M. C. K-17	1	....	136	P-34x5	P-34x5	Own K17	4-3⅜x6	20.3	Mar.	G.	Eis	Rem.	D. Own	Own K17.	U-M.	Own K-17	B.	¾	E.	Own	Own	Kel.	3433
G. M. C. T-20	1	....	132	P-30x5	P-30x5	Buick	6-3½x4½	23.4			D-R.	D-R.	D.			Tim	B.	½	E.				2750
G. M. C. K-32	1½	....	154	P-36x6	P-36x6	Own K32	4-3⅜x6	20.3	Mar.	G.	Eis	Rem.	D. Own	Own K-32	U-M.	Own K-32	B.	¾	E.	Own	Own	Kel.	3686
G. M. C. T-40	2	....	136°	P°-32x6	P°-34x7	Buick	6-3½x4¾	29.4			D-R.	D-R.	D.			Tim°	W	°½					4325
G. M. C. K-52-A-B-C	2½	....	158°	S-36x4‡	S-36x10‡	Own	4-4x5½	25.6	Mar.	G.	Eis	Rem.	D Own	Own	Own.	Tim 6560	W	F.	A.	Tim.	Own	Day.	5820°
G. M. C. K-72A-B	3½	....	160°	S-36x5	S-40x12	Own	4-4½x6½	32.4	Mar.	G.	Eis	Rem.	D. Own	Own 72AB	Own.	Tim 6666	W	F.	A.	Tim.	Own	Day.	8148°
G. M. C. K-102A-B	5	....	160°	S-36x6	S-40x14	Own	4-4½x6½	32.4	Mar.	G.	Eis	Rem.	D. Own	O'n102A&B	Own.	Tim 6760W	W	F.	A.	Tim.	Own	Day.	9090°
G. M. C. K-52T	TT	....	128½	S-36x4	S-36x10	Own K-52	4-4x5½	25.6	Mar.	G.	Eis	Rem.	D. Own	Own K52.	Own.	Tim 6560	W	F.	A.	Tim.	Own	Day.	5780
G. M. C. K-72T	TT	....	137	S-36x5	S-36x12	Own K-72	4-4½x6½	32.4	Mar.	V.	Eis	Rem.	D. Own	Own K72.	Own.	Tim 6666	W	F.	A.	Tim.	Own	Day.	8148
G. M. C. K-102T	TT	....	137	S-36x6	S-36x14	Own K-102	4-4½x6½	32.4	Mar.	V.	Eis	Rem.	D. Own	Own K102.	Own.	Tim 6760	W	F.	A.	Tim.	Own	Day.	9090
G. M. C. K-10T-15T	TT	....	111¼	S-36x5°	S-36x12°	Own K-102	4-4½x6½	32.4	Mar.	V.	Eis	Rem.	D. Own	Own	Own.	Tim 6666°	W	F.	A.	Tim.	Own	Day.	7677°
Gotfredson 20B	1	....	131°	P-30x5	P-30x5	Buda WTU	4-3⅜x5⅛	22.5	Zen.	V.	Rem.	Rem.	P. B&B	B-L 35	Spi.	Cla B 365	B.	½	B.	Sal.	Gem	Van.	3000
Gotfredson 30B	1½	....	144°	P-32x6	P-32x6	Buda WTU	4-3⅜x5½	22.5	Zen.	V.	Bos-R.	Rem.	P. B&B	B-L 31	Spi.	Cla B 501	B.	½	A.	Sal.	Gem	Van.	3500
Gotfredson 41-46	2	....	156¾°	S-36x4‡	S-36x8‡	Buda BUS°	6°-4x5⅛	38.4	Zen.	V.	Bos-R.	Rem.	P. B&B	B-L 35	Spi.	Tim64600SP	W	½	B.	Tim.	Gem	Smi.	5500°
Gotfredson 51-56	2½	....	146¾°	S-36x5‡	S-36x10‡	BudaKBU-I°	4°-4x5¼	25.6	Zen.	V.	Bos-R.	Rem.	P. B&B	B-L 35	Spi.	Tim 656700.	W	F.	B.	Tim.	Gem	Day.	5300°
Gotfredson 60-66	3	....	166⅛°	S-36x5‡	S-36x12‡	Buda BUS°	6°-4x5⅛	38.4	Zen.	V.	Bos-R.	Rem.	D. B-L.	B-L55°Max	Spi.	Tim65700SP	W	F.	B.	Tim.	Ross	Day.	6800°
Gotfredson 80-86	4	....	160⅛°	S-36x6	S-40x14	Buda YBU-I°	4°-4½x6	32.4	Zen.	V.	Bos-R.	Rem.	D. B-L.	B-L 55 Max	Spi.	Tim 6666D	W	F.	B.	Tim.	Ross	Day.	8400°
Gotfredson 100-106	5	....	173⅛°	S-36x6	DS-40x8	Bud GL6°	6°-4½x6	48.6	Zen.	V.	Bos-R.	Rem.	D. B-L.	B-L 60 Max	Spi.	Tim 6760D	W	F.	B.	Tim.	Ross	Day.	12400°
§Graham Bros. BC	1	885	126	P-30x5	P-30x5	Dodge	4-3⅞x4½	24.0	Ste.	V.	N-E.	N-E.	D. Own	Own Spec	U-P.	Own	S.	½	A.	Own	Own	Cla.	2515
Graham Bros. IC-CC	1-1½	1020°	137	P-34°x5	P-36x6°	Dodge	4-3⅞x4½	24.0	Ste.	V.	N-E.	N-E.	D. Own	Own Spec.	U-P.	Own	S.	½	A.	Own°	Ross	StM.	3190°
Graham Bros. MC	1½	1295	137	P-32x6	P-32x6	Dodge	4-3⅞x4½	24.0	Ste.	V.	N-E.	N-E.	D. Own	Own Spec.	U-P.	Own	S.	½	A.	Cla.	Ross	Cla.	3210
Graham Bros. FC-LC	1½	1365°	162	P-32x6°	P-32x6°	Dodge	4-3⅞x4½	24.0	Ste.	V.	N-E.	N-E.	Own	Own Spec.	U-P.	Own	S.	½	A.	Cla.	Ross	Cla°.	3360°
Graham Bros.	2	1445°	137°	P-32x6°	P°-34x7	Dodge	4-3⅞x4½	24.0	Ste.	V.	N-E.	N-E.	D. Own	Own Spec.	U-P.	Own	S.	½	A.	Cla.	Ross	Cla°.	3295°
Gramm	1-1½	....	133°	P°-30x5	P°-30x5	Con 8R°	6°-3⅜x4½	27.3	Zen.	G.	A-L.	A-L.	D. Cov.	Cov.	Blo.	Eat 1002	B.	½	B.	Col.	Ross	Smi.	3585°
Gramm 463-443N	2	....	133°	P-32x6	P-32x6	Lyc C4°	4°-4x5	25.6	Zen.	G.	A-L.	A-L.	D. Cov.	Cov.	Blo.	Eat 1502	B.	½	B.	Col.	Ross	Smi.	3740°
Gramm	2½	....	150°	S-36x4	S-36x7	Con 8R°	6°-3⅜x4½	28.9	Zen.	G.	A-L.	A-L.	D. Ful.	Ful GU	Blo.	Wis 70A	R.	½	B.	Col.	Ross	Smi.	4300°
Gramm 668-648-O	3	....	152°	S-36x5‡	S-36x8‡	Her L°	4°-4½x5¾	32.4	Zen.	V.	Bos-R.	A-L.	D. Ful.	Ful H	Blo.	Wis 88EF	R.	F.	B.	Wis.	Ross	Smi.	7100
Gramm Low Bed 644T	3	....	200°	S-36x5‡	S-36x8‡	Con 6B	6-3⅜x5	33.7	Zen.	V.	A-L.	A-L.	D. Ful.	Ful GU	Blo.	Wis 67300	R.	F.	B.	Shu.	Ross	Smi.	7000
Gramm 848-868-O	4	....	152°	S-36x5‡	DS-36x5‡	Con 6B°	6°-3⅜x5	33.7	Zen.	V.	Bos-R.	A-L.	D. Ful.	Ful H	Blo.	Wis 1200	R.	F.	B.	Wis.	Ross	Smi.	7600
Gramm. Low Bed	4	....	200°	S-36x5‡	DS-36x5‡	Con 6B	6-3⅜x5	33.7	Zen.	V.	A-L.	A-L.	D. Ful.	Ful GU	Blo.	Wis 1250	R.	F.	B.		Ross	Smi.	7225
Gramm	5-5½	....	152°	S-36x6‡	DS-40x6	Her G°	4°-4¾x5¾	36.1	Zen.	V.	Bos-R.	A-L.	D. Ful.	Ful H	Blo.	Wis 1600	R.	F.	B.	Wis.	Ross	Smi.	8700
Gramm-Bernstein	1-1¼	....	129	P-30x5	P-30x5	Lyc CT	4-3⅜x5	22.5	Zen.	G.	A-L.	A-L.	D. Mun	Mun T23°	Pie.	Sal A	B.	¾	B.	Sal.	Ross	Ind.	3020
§Gramm-Bernstein	1½-2	....	149½°	P-30x5	P-30x5	Con 11U°	6°-3¼x4⅝	25.3	Zen.	G.	A-L.	A-L.	D. Ful.	Ful SU12.	Blo.	Cla B501	B.	½	B.	Col.	Ross	Cla.	3750°
Gramm-Bernstein 125	2½	....	144°	S-36x4‡	DS-36x4	Con S4	4-4¼x4½	28.9	Str	G.	Eis	A-L.	D. Ful.	Ful	Own.	She	W	½		She.	Ross		5440
Gramm-Bernstein	3 to 5	....	156°	S-36x5°	DS-36x5°	Con L4°	4°-4½x5½	32.4	Str	G.	Eis	A-L.	D. Ful.	Ful H1°	Own.	She	W	½	B.	She.	Ross	Smi.	Var...
Grass Premier 40	1	1650°	130°	P-30x5	P-30x5	Lyc C°	4°-4x5	25.6	Str	V.	Rem.	Rem.	D. B-L.	B-L 31	Spi.	Tim 5370	S.	½	B.	Shu.	Ross	Van.	2950
Grass Premier 45	1½	2050	140°	P-30x5	P-32x6	Lyc	6°-3¼x4½	25.3	Str	V.	Rem.	Rem.	D. B-L.	B-L 31	Spi.	Tim 5620	S.	½	B.	Shu.	Ross	Van.	4200
Grass Premier 50	2	2300°	153	P-32x6	P-34x7	Lyc C°	4°-4x5	25.6	Str	V.	Rem.	Rem.	D. B-L.	B-L 35	Spi.	Cla 720	S.	½	B.	Shu.	Ross	Van.	4400°
Gsass Premier 55	2½	2900°	150°	P-32x6	P-36x8	Lyc°	6°-3⅝x5	31.5	Str	V.	Bos-A°	Bos-A°	D. B-L.	B-L 35	Spi.	Tim 6566SP	S.	½	B.	Shu.	Ross	Van.	4800
Grass Premier 80	3	3350°	167°	S-36x4‡	S-36x8	Wau CU°	4°-4⅜x5¾	30.6	Str	V.	Eis°	Rem°	D. B-L.	B-L 55	Spi.	Tim 6566SP	W	½	B.	Con.	Ross	Bim.	5400
Grass Premier 90	4	4700°	160°	S-36x5	S-36x5	Wau 6D°	6°-4½x5¾	48.6	Str	V.	Bos-A.	Bos-A.	D. B-L.	B-L 55	Spi.	Tim 6666	W	F.	B.	Con.	Ross	Bim.	6600
Guilder B	1¼	....	132	P-30x5	P-30x5	Buda WTU°	4°-3⅜x5⅛	22.5	Zen.	G.	Eis	Bos-A.	B-L.	B-L 31	M-E.	Cla 366	B.			Shu.	Ross	Ind.	3250°
Guilder D-6	1½	....	142	P-32x6	P-32x6	Con 8R	6-3⅞x4½	27.3	Zen.	G.	Eis	Bos-A.	D. B-L.	B-L 31	M-E.	Cla 501	B.	½		Shu.	Ross	Van.	3250
Guilder E	2-2½	....	160°	P°-32x6	P°-36x8	Con 6B°	6°-3⅜x5	33.7	Zen.	G.	Bos-A°	Bos-A.	D. B-L.	B-L	M-E.	Wis 660	R.	F.	A.	Shu.	Ross	Van.	
Guilder H	3	....	160	S-36x5	DS-36x5‡	Buda EBU-I	4-4¼x5½	28.9	Zen.	G.	Eis	Bos-A.	D. B-L.	B-L 51	M-E.	Wis 88EF	W	F.		Shu.	Ross	Van.	5600
Guilder J	4	....	170	S-36x5	DS-36x6	Buda YTU	4-4½x6	32.4	Zen.	G.	Eis	None	D. B-L.	B-L 55	M-E.	Wis 1200	R.	F.	A.	Shu.	Ross	Van.	7500
Guilder K	5	4850	170	S-36x6	DS-40x6	Buda YTU	4-4½x6	32.4	Zen.	G.	Eis	None	D. B-L.	B-L 60	M-E.	Wis 1600	R.	F.	B.	Shu.	Ross	Day.	8800
Guilder L	6-7	....	170	S-36x6	S-40x14	Buda BTU	4-5x6½	40.0	Zen.	G.	Eis	None	D. B-L.	B-L 60	M-E.	Wis 1600	R.	F.	B.	Shu.	Ross	Van.	9600
Hahn B2	1¼	1650	132°	P-30x5	P-30x5	Her OX	4-4x5	25.6	Str	G.	Bos-R.	L-N.	D. B-L.	B-L	Spi.	Cla 365	B.	½	A.	Tim.	Ross	Opt.	2900
Hahn O	1½	2100	134°	P-32x6	P-32x6	Her OX	4-4x5	25.6	Str	G.	Bos-R.	L-N.	D. B-L.	B-L	Spi.	Wis 42	R.	½	A.	Wis.	Ross	Opt.	3800
Hahn K	2-2½	....	142°	S-36x4	S-36x7	Con K4	4-4⅜x5¼	27.2	Str	G.	Bos-R.	Del.	D. B-L.	B-L	Spi.	Tim 6560	W	F.	A.	Tim.	Ross	Opt.	4700°
Hahn L	3	3600	146°	S-36x5	S-36x10	Con L4	4-4½x5½	32.4	Str	G.	Bos-R.	Del.	D. B-L.	B-L	Spi.	Tim 6570D	W	F.	A.	Tim.	Ross	Opt.	5000
Hahn M	4	4250	160°	S-36x5	S-36x12	Con V	4-4¾x6	36.1	Str	G.	Bos-R.	L-N.	D. B-L.	B-L 60	Spi.	Tim 6666	W	F.	A.	Tim.	Ross	Day.	7200
Hahn R	5	5100	162°	S-36x6	S-40x12	Con B5	4-4¾x6	36.1	Str	G.	Bos-R.	L-N.	D. B-L.	B-L 60	Spi.	Tim 6760	W	F.	A.	Tim.	Ross	Opt.	8450
Hahn N	5½	5200	162°	S-36x6	S-40x14	Con B5	4-4¾x6	36.1	Str	G.	Bos-A.	Del.	D. B-L.	B-L	Spi.	Tim 6760	W	F.	A.	Tim.	Ross		9200
Harvey WG	2½	....	150°	S-36x5‡	S-36x10	Buda EBU-I	4-4¼x5½	28.9	Str	G.	Eis	None	D. B-L.	B-L 55	Spi.	Tim 65700.	W	F.	A.	Tim.	Ross	Int.	6950
Harvey WHB	3½	4250	160°	S-36x6‡	S-36x12	Buda YBU-I	4-4½x6	32.4	Str	G.	Eis	None	D. Ful.	B-L 60	Spi.	She W-32	W	½	A.	She.	Ross	Smi.	8950
Harvey WTT	6	3500	125	S-36x5	S-36x10	Buda EBU-I	4-4¼x5½	28.9	Str	G.	Eis	None	D. B-L.	B-L 55	Spi.	Tim 65700.	W	F.	A.	Tim.	Ross	Int.	6950
Harvey WHT	10	4250	125	S-36x6	S-36x12	Buda YBU-I	4-4½x6	32.4	Str	G.	Eis	None	D. Ful.	B-L 60	Spi.	She W-32	W	½	A.	She.	Ross	Int.	8800
Hawkeye 30-36	1½	2575°	160°	S-34x4‡	S-34x7‡	Buda HS6°	6°-3⅜x4½	27.3	Zen.	G.	Rem°	Rem‡°	D.Ful.	Ful GU	Pie.	Wis 6600	R.	F.	A.	Wis.	Ross	Van.	4300°
Hawkeye 56	2½	3800	210°	S-36x5‡	S-36x8‡	Buda BUS.	6-4x5½	38.4	Zen.	G.	Bos-R.	Rem‡	D. Ful.	Ful HU	Pie.	Wis 1400	R.	F.	A.	Shu.	Ross	Van.	5900
Hawkeye 50	2½	3100	Opt...	S-36x5‡	S-36x8‡	Buda EBU-I	4-4¼x5½	28.9	Zen.	G.	Bos-R.	Del†	D. Ful.	Ful HU	Pie.	Wis 8800	R.	F.	A.	Shu.	Ross	Van.	5400
Huffman EH	1½	1890	132	P-33x5	P-33x5	Her OX	4-4x5	25.6	Zen.	V.	A-L.	A-L.	D. Ful.	Ful SU 12.	Spi.	Own	S.	½	A.	Own	CAS.		3460
Huffman EW	1½	1560	132	P-33x5	P-33x5	Wis	4-3⅜x5	22.5	Zen.	V.	A-L.	A-L.	P. B&B	D-G	Spi.	Own	S.	½	A.	Own	CAS.		3185
Huffman BH-BC	2	....	140	S-34x4	S-34x6	Con S4°	4-4¼x4½°	28.9	Zen.	V.	Eis		D. Ful.	Ful SU 12.	Spi.	Own	W	½	A.	Shu.	Lav.		4160
Hug HA4	2	....	118	P-34x5	DP-34x5	Buda WTU	4-3x5½	22.5	Zen.	V.	Spl.		D. Ful.	Ful	Blo.	Wis	R.	½	A.	Wis.	Ross	Van.	4360
Hug H4K	2½	....	121	P-36x6	DP-36x6	Buda KTU	4-4x5¼	25.6	Zen.	V.	Spl.	None	D. Ful.	Ful	Blo.	Wis	R.	F.	A.	Wis.	Ross	Smi.	5065
Hug HD6	3½	....	124	S-38x7	DS-38x7	Buda DS-6	6-3⅝x5	31.5	Zen.	V.	Eis	Rem.	D. Ful.	Ful RU-16.	Blo.	Wis 1255K.	R.			Con.	Ross	Van.	7050
Indiana 11	1	....	129½°	P-30x5	P-30x5	Her OX	4-4x5	25.6	Str	G.	A-L.	A-L.	P. B&B	B-L 31	Blo.	Cla B365	S.	½	A.	Shu.	Ross	Bim.	3300
Indiana 111	1½	....	129°	P-30x5	P-32x6	Her OX	4-4x5	25.6	Str	G.	A-L.	A-L.	P. B&B	B-L 31	Blo.	Cla B501	S.	½	A.	Shu.	Ross	Bim.	3720
§Indiana 14A-15-115-A	2	....	117¼°	P°-30x5	P°-30x5	Her OX	4-4x5	25.6	Str	G.	Eis	A-L‡	P. B&B	B-L 35.	Blo°	She 1501°	W°	½	A.	She°	Ross	Var.	Var...
Indiana 126	3	....	162	S-36x5	S-36x10	Her L	4-4½x5¼	32.4	Str	V.	Eis	A-L†	P. B&B	B-L 55	Sne.	Tim 65700D	W	½	A.	Shu.	Ross		7520
Indiana 41	5	....	172	S-36x6	S-40x12	Her G	4-4¾x5¾	36.1	Str	V.	Eis	Opt	P. B&B	B-L 60.	Spi	Tim 68700.	W	F.	A.	Shu.	Ross	Smi.	9600
Int. Harvester Spec. Del.	¾	....	116	P-31x4	P-32x4½	Wau X	4-3½x4½	19.6	Zen.	G.	Rem.	Rem.	Roc.	M.M.	M.M	Eat	B.	½	B.	Eat.	D-G		2000
Int. Harvester. S 24-26	1¼	....	130	P-32x4½	P-32x4½	Lyc 4SG°	6°-3¼x4½	25.3	Zen.	G.	Rem.	Rem.	P. Lon	Own.	M.M	Eat	B.	½	A.	Eat.	CAS.		
Int. Harvester 33	1½	....	128	S-36x4	S-36x6	Own 33	4-3⅜x5	22.5	Own	G.	Own	None	D. Own	Own 33	Own.	Own 33	L.	D.	A.	Own	Own		4070
Int. Harvester SD	1½	....	110	P-30x5	P-32x6	Lyc KB	4-3½x5	19.6	Zen.	G.	Rem.	Rem.	P. Lon	Own	M.M	Eat	B.	½	A.	Eat.	CAS.		3000
Int. Harvester SL	1½	....	160	P-30x5	P-30x5	Lyc CT°	4°-3⅜x5.	22.5	Zen.	G.	Rem.	Rem.	P. Lon	Own	M.M	Eat	B.	½	A.	Eat.	CAS.		
Int. Harvester 43	2,TT	....	130°	S-36x4‡	S-36x7‡	Own 43	4-3¾x5	22.5	Own	G.	Own	Own	D. Own	Own 43	Own.	Own 43	I.	D.	B.	Own.	Own.	Own.	Var...
Int. Harvester 63	3,TT	....	140°	S-36x5‡	S-36x8‡	Own 63	4-4¼x5	28.9	Own	G.	Own	Rem‡	D. Own	Own 63	Own.	Own 63	I.	D.	B.	Own.	Own.	Own.	Var...
Int. Harvester 103	5,TT	....	160°	S-36x5	S-40x14	Own 103	4-4¼x5	28.9	Own	G.	Own	Rem‡	D. Own	Own 103.	Own.	Own 103	I.	D.	B.	Own.	Own.	Own.	7580°
Kearns O	1½	....	136°	S-32x6	DS-32x6‡	Her OX	4-4x5	25.6	Zen.		A-L.	A-L.	D. Ful.	Ful		She	W	½			Ross		3900
Kearns N1	2	....	136°	S-34x4	DS-34x7‡	Her O	4-4x5	25.6	Zen.		Bos-A.		D. Ful.	Ful		She	W				Ross		

Truck Chassis—Continued

TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES TYPE & SIZE		ENGINE			FUEL		ELECTRICAL SYSTEM		Clutch	Gearset	Universals Make	REAR AXLE			Brakes Location	Front Axle Make	Steering Gear Make	Wheels Make	Weight (Lbs.)
				Front	Rear	Make and Model	No. of Cyls. Bore and Stroke (Ins.)	NACC H.P.	Carbureter	Feed Type	Ignition Make	Generator and Starter Make	Type and Make	Make and Model		Make and Model	Final Drive	Axle Type					
Kearns	CL	2½	.....	158	S-36x4	DS-36x8‡	Her L	4-4½x5¾	32.4	Zen					D. Ful	Ful		She	I	½	A.	She	Ross	.....	5400
Kearns		3½-5	.....	160°	S-36x5°	DS‡-36x5°	Wis VAU	4-4½x6	32.4	Zen					D. Ful	Ful		She	W	½	A.	She	Ross	.....	7850°
Kelly-Springfield	K70,TT	1½	.....	150°	S-36x4	S-36x7	Con K4	4-4½x5¼	27.2	Zen	G.	Eis	Opt	P. B&B	B-L 51°	Spi	Own		W	½	A.	Own	Ross	Std.	5887
Kelly-Springfield	KS-15-20	1½-2	.....	140°	P°-30x5	P°-30x5d	Her OX	4-4x5	25.6	Zen	G.	Eis	A-L	D. Ful	Ful SU12	Pet	Tim 5620	B.	F.	A.	Shu	Ross	Smi	4850°
Kelly-Springfield	KS-25	2½	.....	153	S-36x5‡	S-36x10‡	Her K	4-4¼x5¾	28.9	Zen	G.	Eis	A-L	P. B&B	B-L55 Max	Pet	Own		W	½	A.	Own	Ross	Smi	6000
Kelly-Springfield	KS-35	3½	.....	155	S-36x5‡	S-36x12‡	Her L	4-4½x5¾	32.4	Zen	G.	Eis	A-L	P. B&B	B-L55 Max	Pet	Own		W	½	A.	Own	Ross	Smi	.....
Kelly-Springfield		5-5½	.....	158°	S‡-36x6	S-40x8	Own	4-4½x6½	32.4	Zen	G.	Eis	A-L	P. B&B	B-L60 Max	Pet	Own		W°	½°	A.	Own	Ross	Smi	9000°
Kelly-Springfield	K-75-6	TT	.....	124	S-36x5	S-36x10	Con L5	4-4¼x5½	28.9	Zen	G.	Eis	Opt	P. B&B	B-L 55	Pet	Cla 2H°		I°	D°	D°	Own	Ross	Cla°	6300°
Kelly-Springfield	K-41	TT	.....	126	S-36x5	S-36x12	Own K41	4-4½x6½	32.4	Zen	G.	Eis	Opt	P. B&B	B-L 60	Pet	Cla 3H		I.	D.	D.	Own	Gem	Cla	7740
Kelly-Springfield	K-42	TT	.....	126	S-36x5	S-40x5	Own K42	4-4½x6½	32.4	Zen	G.	Eis	Opt	P. B&B	B-L 60	Pet	Std 607-5		W	½	A.	Own	Gem	Smi	8100
Kelly-Springfield	K-61	TT	.....	126	S-36x6	DS-36x7	Own K61	4-4½x6½	32.4	Zen	G.	Eis	Opt	P. B&B	B-L 60	Pet	Cla 5H		I.	D.	D.	Own	Gem	Cla	9020
Kelly-Springfield	K-100	TT	.....	143	S-36x6	S-40x14	Own	4-4½x6½	32.4	Zen	G.	Eis	Opt	P. B&B	B-L60 Max	Pet	Own		C.	D.	A.	Own	Gem	Smi	9400
King-Zeitler	22A	1	.....	136	P-30x5	P-30x5	Con 20L	6-2¾x4¾	18.1	Zen	G.	A-L	A-L	D. B-L	B-L 20	Spi	Tim 5370	S.	½	A.	Shu	Ross	St.M	3000
King Zeiler	30	1½	.....	140°	S-34x5‡	S-34x6‡	Con S4	4-4¼x4½	28.9	Str	G.	Eis	A-L	D. B-L	B-L 31	Pic	Tim 6258	W	½	A.	Tim	Ross	St.M	4500
King-Zeitler	40	2	.....	156°	S-34x5‡	S-34x7‡	Con S4	4-4¼x4½	28.9	Str	G.	Eis	A-L‡	D. B-L	B-L 31	Pic	Tim 6462	W	½	A.	Tim	Ross	St.M	5000
King-Zeitler	42A	2	.....	156°	P-32x6	P-34x7	Con 11U	6-3¼x4⅝	25.3	Str	G.	Bos-A	A-L	D. B-L	B-L 31	Pic	Tim 5620	B.	F.	A.	Tim	Ross	St.M	.....
King-Zeitler	45	2½	.....	156°	S-36x5‡	S-36x8‡	Con S4	4-4¼x4½	28.9	Str	G.	Eis	A-L	D. B-L	B-L 35	Pic	Tim 6566	W	F.	A.	Tim	Ross	St.M	5400
King-Zeitler	60	3	.....	156°	S36-x5‡	S-36x8	Con K4	4-4½x5¼	27.2	Str	G.	Eis	A-L	D. B-L	B-L 51	Pic	Tim 6570	W	F.	A.	Tim	Ross	St.M	6200
King Zeitler	62A	3	.....	.....	P-34x7	DP-34x7	Con 6B	6-3¾x5	33.7	Zen	G.	Bos-R	Bos-R	D. B-L	B-L55 Max	Spi	Tim6570GSP	W	F.	B.	Tim	Ross	Bud	.....
King-Zeitler	75	3½	.....	156°	S-36x6‡	S-40x12‡	Con L4	4-4½x5½	32.4	Str	G.	Eis	A-L‡	D. B-L	B-L55 Max	Pic	Tim 6666	W	F.	A.	Tim	Gem	St.M	7800
King-Zeitler	90	5	.....	168°	S-36x7	S-40x14	Con B5	4-4¾x6	36.1	Str	G.	Eis	A-L‡	D. B-L	B-L 60	Spi	Tim 6760	W	F.	A.	Tim	Gem	St.M	9000
Kissel		1	.....	140	P-34x5	P-34x5	Own	4-3⅞x5½	24.1	Str	V.	Rem	Rem	D.W-G.	W-G T38L	Spi	Tim 6258	W	F.	A.	Tim	Ross	Bim	3780
Kissel		1½	.....	152	S-36x4‡	S-36x6‡	Own 40000	4-3⅞x5½	24.1	Str	V.	Eis	Rem‡	D.W-G.	W-G T38L	Spi	Tim 6462	W	½	A.	Tim	Ross	Pru	4100
Kissel		2½	.....	168	S-36x4	S-36x8‡	Own 50000	4-4¼x5½	28.9	Str	V.	Eis	Rem‡	D.W-G.	Ful G7	Spi	Tim 6566	W	F.	.....	Tim	Ross	Pru	5100
Kissel		4-5	.....	168	S-36x5°	S-36x12°	Wau DU	4-4½x6¼	32.4	Str	V.	Eis	Rem‡	D.W-G°	Ful H	Spi	She W-32	W	½	A.	She	Ross	Smi	7600°
Kleiber		1	2600	130	S-34x4	S-34x7	Con J4	4-3¾x5	22.5	Str	V.	Bos-A	None	D. B-L	B-L 35	Spi	Tim 6462	W	½	A.	Tim	Ross	Smi	.....
Kleiber		1	1800	140°	P-32x6	P-32x6	Con 8R	6-3⅜x4½	27.3	Str	V.	Del	Del	D. B-L	B-L 31	Spi	Tim 5620	B.	F.	A.	Tim	Ross	Smi	3500
Kleiber		1½	3100	147	S-36x4‡	S-36x7‡	Con K4	4-4½x5¼	27.2	Str	V.	Bos-R	None	D. B-L	B-L 50	Spi	Tim 6462	W	½	A.	Tim	Ross	Smi	4300
Kleiber		2½-3	.....	163	S-36x5‡	DS°-36x5‡	Con L4°	4°-4½x5½	32.4	Str	V.	Bos-R	Bos-A‡	D. B-L	B-L 51°	Spi	Tim65660D°	W	F.	A.	Tim	Ross	Smi	6500°
Kleiber		3½	4850	170	S-36x5‡	DS-36x6‡	Con B5	4-4¾x6	36.0	Str	V.	Bos-R	Bos-A‡	D. B-L	B-L 60	Spi	Tim 6666	W	F.	A.	Tim	Ross	Smi	7600
Kleiber		5	5400	185	S-36x6‡	S-40x14‡	Con B5	4-4¾x6	36.1	Str	V.	Bos-R	None	D. B-L	B-L 60	Spi	Tim 6760	W	F.	A.	Tim	Ross	Smi	10400
Lange	K	1¼	1850	140	P-32x6	P-32x6	Con 11U	6-3¼x4⅝	25.3	Zen	V.	A-L	A-L	D. B-L	B-L 31	Pet	Tim 5620	B.	F.	A.	Shu	Ross	Hoo	3900
Lange	G	1½-2	.....	145°	S-34°x4‡	S-34°x7‡	Con J4	4-3¾x5	22.5	Str	V.	Apo	None	D. B-L	B-L 35	Pet	Tim 6462A	W	½	A.	Tim	Ross	Hoo	4700°
Lange	E	2½-3	.....	149½	S-36x4‡	S-36x8‡	Con K4	4-4¼x5¾	27.2	Str	V.	Apo	None	D. B-L	B-L 51	Pet	Tim65660D°	W	F.	A.	Tim	Ross	Hoo	5950°
Lange	H	3	4250	156	S-36x5	S-36x10	Con 6B	6-3¾x5	33.7	Str	V.	Apo	None	D. B-L	B-L 55	Pet	Tim 6570D	W	F.	A.	Tim	Ross	Hoo	6850
Lange	F	3½	4650	168°	S-36x5	S-36x12	Con L4	4-4½x5½	32.4	Str	V.	Apo	None	D. B-L	B-L 55	Pet	Tim 66660D	W	F.	A.	Tim	Ross	Hoo	8100
Larrabee	A3	1	.....	133	P-30x5	P-30x5	Con 11U	6-3¼x4⅝	25.3	Zen	G.	Rem	Rem	D. B-L	B-L	Spi	Sal	B.	½	.....	Sal	Ross	Smi	3000
§Larrabee-Deyo	X-21	1½	.....	138°	S-32x6	S-32x6	Con 8R	6-3⅜x4½	27.3	Zen	G.	Bos-A	Bos-A	D. B-L	B-L 31	Spi	Tim 5620	B.	F.	A.	Tim	Gem	Smi	3550
Larrabee	XH	2½	3650	173	P-32x6	DP-32x6	Con 6B	6-3¾x5	33.7	Zen	G.	Rem	Rem	D. B-L	B-L 35	Spi	Tim 6566	W	F.	A.	Shu	Ross	Smi	5006
Larrabee	K-5	2½	.....	176°	S-36x4‡	S-36x8‡	Con L4	4-4½x5½	32.4	Zen	G.	Bos-A	None	D. B-L	B-L 51	Spi	She W-22	W	½	A.	She	Ross	Smi	5650
Larrabee	L6	3½	.....	192	S-36x5	S-36x10	Con B5	4-4¾x6	36.0	Zen	G.	Bos-A	Bos-A‡	D. B-L	B-L 60	Spi	She W-32	W	½	A.	She	Ross	Smi	9820
Lehigh	S4,-L	2	1795°	146°	P-32x6	P-32x6°	Her O	4-4x5	25.6	Zen	V.	Bos-A	Bos-A	D. Cov.	Cov JUC	Pet	Eat 1502	B.	½	A.	Eat	Ross	Van	3300°
Lehigh	6-S,-L	2	2100°	155°	P-32x6	P-32x6°	Bud HS-6	6-3⅜x4½	27.3	Zen	V.	A-L	A-L	D. Cov.	Cov JUC	Pet	Eat 1502	B.	½	A.	Eat	Ross	Van	3500°
Lehigh	SR	2	.....	105	P-32x6	P-34x7	Her O	4-4x5	25.6	Zen	V.	Bos-A	Bos-A	D. Cov.	Cov RUP	Pet	Wis 70	R.	½	A.	Shu	Ross	Van	4000
Luedinghaus		1-1½	.....	130°	P°-34x4½	P°-34x6	Wau V	4-4x5	25.6	Zen	G.	Eis	A-L	D. B-L	B-L 31	Spi	Wis 800G°	W	½	A.	Shu	Ross	Smi	Var
Luedinghaus		2½	.....	145°	S-36x4‡	S-36x8‡	Wau FU	4-4x5¾	25.6	Zen	.....	Eis	None	D. Ful	Ful GU14	Spi	Tim 65660D	W	F.	A.	Shu	Ross	Smi	4900
Luedinghaus		3½	.....	160°	S-36x6‡	S°-36x6‡	Wau DU	4-4½x6¼	32.4	Zen	G.	Eis	A-L	D. B-L	B-L 55	Spi	Tim 6666	W	F.	A.	Shu	Ross	Smi	7760
Luedinghaus		5	.....	160°	S-36x6‡	S-40x6‡	Wau EU	4-5x6¼	40.0	Zen	G.	Eis	Opt‡	D. B-L	B-L 60	Spi	Tim 6666	W	F.	A.	Shu	Ross	Smi	9500
Maccar	36	1¼	.....	140	P-30x5	P-30x5	Buda HS	6-3⅜x4½	27.3	Zen	V.	Rem	Rem	D. B-L	B-L	Pic	Eat 1002	B.	½	A.	Shu	Ross	Van	3350
Maccar	46	2	.....	150	P-32x6	P-34x7	Wis Y	6-3⅜x5	27.3	Zen	V.	Rem	Rem	D. B-L	B-L 35	Pic	Wis 70	R.	½	A.	Shu	Ross	Van	4800
Maccar	64-66	3	.....	166	S-36x5	DS-36x5	Buda BUS°	6°-4x5⅛	38.4	Zen	V.	Rem	Rem	D. B-L	B-L 55	Spi	Tim 6570°	W	F.	A.	Shu	Ross	Day	6800°
Maccar	94-96	4	.....	171	S-36x5	DS-36x6	Wis H6°	6°-4x5	38.4	Zen	V.	Rem	Rem	D. B-L	B-L 60	Spi	Tim 6666D	W	F.	A.	Shu	Ross	Day	7800°
Maccar	G1	5	.....	186	S-36x6	DS-40x6	Wis RBU	4-5x6	40.0	Str	V.	Bos-A	Bos-A‡	D. B-L	B-L 60	Spi	Tim 6760D	W	F.	A	Tim	Ross	Day	8975
Mack	AB	1½	.....	146½°	S-36x4	DS-36x3½	Own AB	4-4x5	25.6	Str	G.	Spl	N-E‡	D. Own	Own AB	Spi	Own AB	C°	D°	B.	Own	Own	.....	.....
Mack		2-2½	.....	146½°	S-36x4	DS-36x4	Own AB	4-4¼x5	28.9	Str	G.	Spl	N-E‡	D. Own	Own AB	Spi	Own AB	R°	F°	B.	Own	Own	.....	.....
Mack	AC	3½	.....	156°	S-36x5	DS-40x5‡	Own AC	4-5x6	40.0	Str	G.	Spl	N-E‡	P. Own.	Own AC	Spi	Own AC	C.	D.	D.	Own	Own	.....	.....
Mack	AC	5-7½	.....	156°	S-36x6°	DS°-40x6	Own AC	4-5x6	40.0	Str	G.	Spl	N-E‡	P. Own.	Own AC	Spi	Own AC	C.	D.	D.	Own	Own	.....	.....
Mack	AB-T1	5	.....	122½	S-36x4	DS-36x4	Own AB	4-4¼x5	28.9	Str	G.	Spl	N-E‡	D. Own	Own AB	Spi	Own AB	C.	D.	B.	Own	Own	.....	.....
Mack	AC-T7	7-15	.....	128	S-34x6°	DS-36x6°	Own AC	4-5x6	40.0	Str	G.	Spl	N-E‡	P. Own.	Own AC	Spi	Own AC	C.	D.	D.	Own	Own	.....	.....
Master		1-1¼	.....	132	P-33x5	P-33x5	Buda WTU	4-3⅜x5⅛	22.5	Zen	G.	Bos-A	Bos-A	D. Ful	Ful SU	Spi	Cla°	S°	½	A.	Tim	Ross	StM	3200
Master	21	2	.....	142	S-34x4	S-36x7	Buda KBU-I	4-4x5¼	25.6	Zen	V.	Eis	None	D. Ful	Ful SU	Spi	Tim 6462	W	½	A.	She	Ross	Pru	4300
Master		2½-3	.....	154°	S-36x5°	S-36x10	Jackson°	4-4¼x6⅝°	28.9	Str	.....	Spl	.....	D. Ful	Ful G	Spi	Tim 65660D	W	.....	A.	Tim	Ross	.....	.....
Master	51	3½	.....	158°	S-36x5	S-40x12	Buda YBU-L	4-4½x6	32.4	Str	.....	Spl	.....	D. Ful	Ful H	.....	Tim 6666D	W	.....	A.	Tim	Ross	.....	8400
Master		3½-4	.....	158°	S-36x5	S-40x12	Jackson	4-4¼x6⅝	28.9	Str	.....	Spl	.....	D. Ful	Ful 60°	.....	Tim	W	.....	A.	Tim	Ross	.....	.....
Master	61	5	.....	158	S-36x5	S-40x12	Buda BTU	4-4½x6	32.4	Zen	V.	Eis	None	D. Ful	Ful	Spi	Tim 6666	W	F.	A.	Tim	Ross	Smi	8400
Master	64	5½	.....	170	S-36x6	S-40x14	Buda BTU	4-5x6½	40.0	Zen	V.	Eis	None	D. Ful	Ful	Spi	Tim 6760	W	F.	A.	Tim	Ross	Smi	9800
§Menominee		1	.....	132	P-35x5	P-35x5	Wis SU	4-4x5	25.6	Zen	V.	Eis	Bos-A	P. B&B	Det KY400	Blo	Col	S.	¾	A.	Col	Lav	Std	2925
Menominee	HT,H	1½-1½	.....	144°	S-36x3½°	S-36x5‡	Wis SU	4-4x5	25.6	Zen	V.	Eis	Bos-A	D. Det.	Cot AAU	Spi	Wis 800H	W	½	A.	Shu	Ross	Std	4220°
Menominee	D	2½	.....	144	S-36x4‡	S-36x8‡	Wis TAU	4-4x6	25.6	Str	G.	Eis	Bos-A‡	D. Det.	Cot AU	Spi	Wis 8001	W	½	A.	Shu	Ross	Std	4870
Moreland		1½-2	.....	156	P°-30x5	P°-30x5	Con 11U	6-3¼x4⅝	25.3	Zen	V.	A-L°	A-L	D. B-L	B-L 31	Pet	Tim	B°	F°	.....	Tim	Ross	Smi	3500°
Moreland	EXX4,-6	2½	3650	162	S-36x4	S-36x8	Con K4°	4°-4½x5¼	27.2	Str	V.	Spl°	A-L	Own	B-L 51	Pet	Tim	.....	F.	.....	Tim	Ross	Smi	5450°
Moreland	AXX4,-6	4	.....	164°	S-36x5	S-36x10	Con 6B°	6°-3¾x5	33.7	Str	V.	A-L°	A-L	Own	B-L 55	Pet	Tim	W	F.	.....	Tim	Ross	Smi	6300
Moreland	SX4,-6	6	6290°	168°	S-36x6	S-36x8	Con B5°	4°-4¾x6	36.1	Str	V.	Spl°	A-L	Own	B-L 60	Pet	Tim	W	F.	.....	Tim	Ross	Smi	9500°
Moreland	IX	6-10	8540°	173°	S-36x7	S-36x10	Con 14H°	6°-4½x5¾	48.6	Str	V.	A-L°	A-L	B-L	B-L 70	Pet	Tim	W	F.	.....	Tim	Ross	Smi	11000°
§Nash	2018	1	1595	130	S-34x4‡	S-34x5‡	Own 4	4-3⅜x5¼	22.5	Str	G.	Eis	A-L	P. B&B	D-G C	Own	Cla 1-D	I.	D.	D.	Own	Lav	A-W	3400
§Nash	3018	2	2150	144	S-34x4‡	S-34x7‡	Own 4	4-3⅜x5½	22.5	Str	G.	Eis	A-L	P. B&B	D-G C	Own	Cla 2-D	I.	D.	B.	Own	Lav	A-W	3850
National		1½-2	3235°	157°	P-32x6	P-32x6	Wau V	4-4x5	25.6	Zen	G.	Bos-A	Bos-A	D. B-L	B-L 30°	Spi	Tim 6460	W	½	A.	Tim	Ross	Van	4300°
National	23	2½	3725	178	P-36x6	DS-36x6‡	Wau V	4-4x5	25.6	Zen	G.	Bos-A	Bos-A	D. B-L	B-L 35	Spi	Tim 6566	W	F.	A.	Tim	Ross	Van	5000
National	40,41	3	4350°	169°	P-36x6	P-36x10	Wau CU	4-4⅜x5¾	30.6	Zen	G.	Bos-A	Bos-A	O. H-S.	B-L 51	Spi	Tim 6570D	W	F.	A.	Tim	Ross	Van	6200°
National	50,51	3½	.....	179°	P-36x6	P-36x12	Wau CU	4-4⅜x5¾	30.6	Zen	G.	Bos-A	Bos-A	O. H-S.	B-L 55	Spi	Tim 6570	W	F.	A.	Tim	Ross	Van	7400°
Nelco	A	1½	2600	144°	P-32x6	P-32x6	Con K4	4-4½x5¼	27.2	Zen	V.	Bos-A	Bos-A	D. B-L	B-L 35	Pet	Tim 6462	W	½	A.	Tim	Gem	StM	4500
Nelco	B	2½	3500	169°	S-36x5‡	S-36x10‡	Her L	4-4½x5¾	32.4	Zen	V.	Bos-A	Bos-A	D. B-L	B-L 51	Pet	Tim 65660D	W	F.	A.	Tim	Ross	Smi	6000
Nelco	C	3	3900	169°	S-36x5‡	S-36x10‡	Her L	4-4½x5¾	32.4	Zen	V.	Bos-A	Bos-A	D. B-L	B-L 55 Max	Pet	Tim 6570	W	F.	A.	Tim	Ross	Smi	6800
Nelco	J	4	4850	175°	S-36x6‡	S-36x12‡	Her G	4-4¾x5¾	36.1	Zen	V.	Bos-A	Bos-A	D. B-L	B-L 55 Max	Pet	Tim 6666	W	F.	A.	Tim	Ross	Smi	8500
Noble	A-76	1½	.....	143	S-30x5	S-32x6	Buda WTU	4-3⅜x5⅛	22.5	Str	V.	Spl	Bos-A	D. Ful	Ful SU12	Blo	Cla B-360	B.	½	B.	Shu	Ross	Bim	3400
Noble	A-21	2	.....	144	S-32x6	S-34x7	Buda WTU	4-3⅜x5⅛	22.5	Str	V.	Spl	Bos-A	D. Ful	Ful LTU4	Blo	Tim	W	½	.....	Shu	Ross	Smi	3800
Noble	B31	2½	.....	160	S-36x4‡	S-37x7‡	Buda KTU	4-4x5¼	25.6	Str	V.	Spl	Bos-A	D. Ful	Ful GU14	M-E	Tim	W	½	A.	Tim	Lav	Bim	4850
§Noble	D-51-52	3	3500°	164°	S-36x5	S-36x10	Buda ETU	4-4¼x5½	27.2	Str	V.	Spl	Bos-A	D. Ful	Ful	Blo	Tim	W	½	A.	Tim	Lav	Bim	5800°
Noble	E-71-72	3½	.....	164°	S-36x5‡	S-36x12‡	Buda YTU	4-4½x6	32.4	Str	V.	Spl	Bos-A	D. Ful	W-G T53	Blo	Tim	W	½	A.	Tim	Lav	Bim	7250°
Ogden	A2	1	.....	125	P-34x5	P-34x5	Con N	4-3⅜x5	22.5	Zen	V.	Eis	Rem	D. B-L	B-L 30	Pic	Tim 6258	W	½	A.	Tim	Ross	Bim	3100
Odgen	L2	2½	.....	160	S-36x4	S-36x8	Con K4	4-4½x5¼	27.4	Zen	G.	Eis	Rem	D. B-L	B-L 51	Pic	Tim	W	F.	A.	Tim	Ross	Smi	5600
O. K.		1	1795	131	P-34x5	P-34x5	Buda WTU	4-3⅜x5⅛	22.5	Zen	V.	Eis	Dyn	D. Ful	Ful TW3	Har	Tim 6258	W	½	A.	Tim	Ross	Mot	3250
O. K.		1½	1750	149	S-36x3½	S-36x5	Buda CTU	4-3¾x5¼	22.5	Zen	V.	Eis	None	D. Ful	Ful LTU3	Har	Wis 800H	W	½	.....	Shu	Ross	Bim	4100
O. K.		2	2850	149	S-36x3½	S-36x5	Buda KBU-I	4-4x5¼	25.6	Zen	V.	Eis	None	D. Ful	Ful GU14	Har	Tim 6462	W	½	.....	Shu	Ross	Bim	4310
O. K.		2½	.....	150°	S-36x4°	S-36x8°	Buda EBU	4-4½x5½°	28.9	Zen	V.	Eis	.....	D. Ful	Ful	Har	Tim 6566	W	F.	A.	Shu	Ross	Bim	Var
O. K.		3½	3975	164	S-36x5	S-36x10	Buda YTU	4-4½x6	32.4	Zen	V.	Eis	None	D. Ful	Ful H	Har	Tim 6666	W	F.	A.	Shu	Ross	Bim	6550
Old Reliable		2½-3½	.....	156	S-36x5°	S-36x14°	Wis VAU	4-4½x6	32.4	Str	V.	Bos-A	None	D. Ful	Ful H	Pet	Tim	W	F.	A.	Tim	Ross	.....	8400°
Old Reliable		5	.....	156	S-36x6	S-40x14	Wis RBU	4-5x6	40.0	Str	V.	Bos-A	None	D. Ful	Ful H	Pet	Tim	W	F.	A.	Tim	Ross	.....	9500
Oshkosh Exp. R, RR		1½	1795°	142°	P-32x6	P-34x7	Her OX	4-4x5	25.6	Zen	V.	Spl	L-N	D. B-L	B-L 31	Blo	Wis 460	R.	F.	A.	Wis	Han	Smi	4230°
Oshkosh	AW,AAW	2	.....	165°	P-32x6	P-36x6	Wis SU	4-4x5	25.6	Str	V.	A-L	A-L	D. B-L	B-L 35	Pet	Own	B.	F.	A.	Own	Ross	Roy	4340°

American Gasoline



TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES TYPE & SIZE Front	TIRES TYPE & SIZE Rear	ENGINE Make and Model	ENGINE No. of Cyls. Bore and Stroke (Ins.)	ENGINE NACC H.P	FUEL Carburetor	FUEL Feed Type	ELECTRICAL SYSTEM Ignition Make	ELECTRICAL SYSTEM Generator and Starter Make	Clutch Type and Make	Gearset Make and Model	Universals Make	REAR AXLE Make and Model	REAR AXLE Final Drive	REAR AXLE Axle Type	Brakes Location	Front Axle Make	Steering Gear Make	Wheels Make	Weight (Lbs.)
Oshkosh. . B,-O;M,-O	2½	....	146°	P°-40x8	P°-40x8	Her OX	4-4x5	25.6	Str°...	V..	A-L°...	A-L...	D. B-L.	B-L 51...	Pet°.	Own°.....	B°.	F..	B°.	Own°	Ross.	Roy..	Var...
Oshkosh.....H,-HH	3	4175°	146°	S-36x6	S-36x8	Her L.....	4-4½x5¾	32.4	Zen...	V..	Spl.....	.....	D. B-L.	B-L 55....	Blo..	Own H....	R..	F..	B..	Own.	Han..	St.M.	6975°
Oshkosh.....F	5	5180	146	S-36x8	S-36x12	Wau EU....	4-5x6¼	40.0	Zen...	V..	Spl.....	None...	D. Ful.	Ful.....	Blo..	Own.....	B..	F..	B..	Own.	Han..	Cla..	8350
Patriot.....17R	1¼	.....	129	P-30x5	P-32x6	Buda WTU..	4-3¾x5½	22.5	Zen...	V..	Bos-A..	Bos-A..	P. B&B	.....	The..	Tim 6258..	W..	½.	A..	Shu..	Ross.	Bim..	3200
Patriot.....	1½–2½	.....	144	S-36x4	S-36x7	Hin 400°...	4-4x5¼°	25.6	Zen...	V..	Bos-A..	.....	D. B-L.	B-L 35°..	The..	Tim 6462..	W..	½.	A..	Shu..	Ross.	Bim..	4400°
Patriot.....55,55X	3	.....	156	S-36x5	S-36x10	Hin 200....	4-4½x5½	32.4	Zen...	V..	Bos-A..	.....	D. B-L.	B-L 55°..	The..	Tim 6566..	W..	F..	A..	Shu..	Ross.	Bim..	5600
Pendell (Low Bed)....B	1½	3000	156	P-30x5	P-32x6	Her	4-4x5	25.6	Str...	G..	A-L...	A-L....	D. Ful.	Ful SU12..	The..	Own.....	C..	B..	B..	Own.	Jac..	Own.	4800
Pierce Arrow.....	2–3	.....	150	S-36x4°‡	DS-36x5‡	Own.....	4-4x5½	25.6	Str...	P..	Del....	Del....	D. Own	Own.....	Spi..	Own.....	W..	½.	A..	Own.	Own.	.....	6280
Pierce Arrow.....WC	4	5100	162	S-36x5‡	DS-36x6	Own WC...	4-4½x6¾	32.4	Str...	P..	Del....	Del....	D. Own	Own WC..	Spi..	Own WC..	W..	½.	B..	Own.	Own.	Bet..	8490
Pierce Arrow.....	5–7½	.....	162°	S-36x6	DS-36x7°	Own.....	4-4½x6¾	32.4	Str...	P..	Del....	Del....	D. Own	Own.....	Spi..	Own.....	W..	F..	B..	Own.	Own.	Bet..	Var...
Pierce Arrow.....XB	TT	3750	133	S-36x5	S-36x5	Own XB....	4-4x5½	25.6	Str...	P..	Del....	Del....	D. Own	Own XB..	Spi..	Own XB..	W..	½.	A..	Own.	Own.	Own.	6280
Pierce Arrow....RD-RF	TT	.....	133°	S-36x6	S-36x6°	Own.....	4-4½x6¾	32.4	Str...	P..	Del....	Del....	D. Own	Own.....	Spi..	Own.....	W..	F..	B..	Own.	Own.	Own.	8490°
Pontiac Panel Del.....	¾	615	110	B-29x4.75	B-29x4.75	Own.....	6-3¼x3¾	24.3	Car...	V..	Rem...	Rem...	P. Own.	Own.....	Own.	Own.....	S..	½.	A..	Own.	Jac..	Mot..	1715
Rehberger.....A	2	.....	162	S-36x4	S-36x7	Buda KTU..	4-4x5¼	25.6	Zen...	V..	Eis.....	Rem...	D. B-L.	B-L 35....	Spi..	Tim 6462..	W..	½.	A..	Shu..	Ross.	Van..	5060
Rehberger.....B	3	.....	162	S-36x5	S-36x10	Buda YBU..	4-4½x6	32.4	Zen...	V..	Eis.....	Rem‡..	D. B L.	B-L 51....	Spi..	Tim 6566..	W..	F..	A..	Shu..	Ross.	Van..	6460
Rehberger.....C	4	.....	174	S-36x6	S-36x12	Buda YBU..	4-4½x6	32.4	Zen...	V..	Eis.....	Rem‡..	D. B-L.	B-L 55....	Spi..	Tim 6666..	W..	F..	A..	Tim..	Ross.	Van..	7940
Rehberger.....D	5	.....	186	S-36x6	S-40x14	Buda BTU..	4-5x6½	40.0	Zen...	V..	Eis.....	Rem‡..	D. B-L.	B-L 60....	Spi..	Tim 6760..	W..	F..	A..	Tim..	Ross.	Van..	10010
§Reo.....F	1¼	1090°	130	P-33x5	P-33x5	Own.....	4°-4¼x4½	27.2	Joh°...	V..	N-E....	N-E....	D. Own	Own.....	Own.	Own.....	S..	½.	A..	Own.	Own.	Mot..	2855°
Reo.....	2	1985	156	P-32x6	DP-32x6	Own T6....	6-3½x5	24.3	Sch...	V..	N-E....	N-E....	D. Own	Own.....	Pet..	Own.....	S..	½.	A..	Own.	Own.	Bud..	4300
Republic.....	1½–1½	.....	124°	P°-30x5	P°-30x5	Lyc CT....	4-3¾x5	22.5	Str...	V..	A-L....	A-L....	D. Ful.	Ful.....	U-M.	Eat.....	I..	D..	A°.	Eat.	Han..	Von..	2700°
Republic.....15,15W	2	.....	153°	S-34x4	S-34x7	Con J4°...	4-3¾x5°	22.5	Str...	V..	Bos-A..	A-L....	D. Ful.	Ful.....	U-M.	Eat.....	I..	D..	B..	Eat.	Jac..	Van..	4200
Republic.....50	2	.....	154°	P-30x5	DP-30x5	Lyc 4SG....	6-3¼x4½	25.3	Str...	V..	A-L....	A-L....	D. Ful.	Ful.....	U-M.	Eat.....	B..	½.	B..	Eat.	Han..	Van..	4100
Republic.....60	2½	.....	163°	P-32x6	DP-32x6	Lyc TF....	6-3⅝x5	31.5	Str...	V..	A-L....	A-L....	D. Ful.	Ful.....	U-M.	Eat.....	B..	¾.	B..	Eat.	Han..	Van..	4600
Republic.....25,25W	3	.....	165°	S-36x5	S-36x10	Wau FU°...	4-4x5¾	25.6	Str...	V..	Bos-A..	A-L....	D. Ful.	Ful.....	U-M.	Eat.....	I..	D..	B..	Eat.	Jac..	Van..	5400
Republic.....30-30W	4½	.....	170°	S-36x5	S-36x12	Con L4°...	4-4½x5½°	32.4	Str...	V..	Bos-A..	A-L....	D. Ful.	Ful.....	J-M.	Eat.....	I..	D..	B..	Wis.	Han..	Van..	6700
Republic.....35	5	.....	170°	S-36x6	S-36x14	Wau DU....	4-4½x6¼	32.4	Str...	V..	Bos-A..	A-L.‡	D. Ful.	Ful.....	U-M.	Eat.....	I..	D..	B..	Wis.	Han..	Van..	7500
Ruggles.....18	1¼	.....	134	P-30x5	P-30x5	Lyc CT°...	4°-3¾x5	22.5	Zen...	V..	Rem...	Rem...	D. B-L.	B-L 20B..	Spi..	Col 34000..	B..	½.	A..	Col.	Jac..	Van..	3000
Ruggles.....22	1½	.....	152	P-32x6	P-32x6	Her OX	4-4x5	25.6	Zen...	G..	Rem...	Rem...	D. B-L.	B-L 31....	Spi..	Col 53000..	B..	¾.	A..	Col.	Jac..	Van..	3600
Ruggles.....22H, 25	2	.....	158°	P-32x6	P-34x7	Lyc TF°...	6°-3⅝x5	31.5	Zen...	V..	Rem...	Rem...	D. B-L.	B-L 35....	Spi..	Wis 4600..	R..	F..	A..	Col.	Jac..	Van..	4000°
Ruggles.....42	2½	.....	152	S-34x4	S-34x8	Her OX	4-4x5	25.6	Zen...	G..	Bos-A..	Rem‡..	D. B-L.	B-L 35....	Spi..	Wis 6600B..	R..	F..	A..	Shu..	Jac..	Van..	4300
Ruggles.....45	3	.....	148	S-36x5	S-36x10	Her OX	4-4x5	25.6	Zen...	G..	Bos-A..	Rem‡..	D. B-L.	B-L 35....	Spi..	Wis 8800 ..	R..	F..	A..	Shu..	Jac..	Van..	5200
Rumely.....A	1½	2150	144	S-36x3½‡	S-36x5‡	Buda CTU..	4-3¾x5¼	22.5	Str...	G..	Eis.....	Bos-A‡.	D. Ful.	Ful LTU5.	Blo..	She 1501W..	W..	½.	A..	Shu..	Gem..	.....	4050
Safeway 6 Wheeler....	4	.....	190	P-36x8	P-36x8	Con.....	6-4½x5¾	48.6	Str...	...	N-E....	N-E....	D. B-L.	B-L.....	Spi..	Tim.....	W..	F..	...	Tim..	.....	Bud..	10000
Sandow.....G, GA	1	.....	120°	S-33x5°	S-33x5°	Her OX....	4-4x5	25.6	Str...	G..	Eis.....	Non°...	D. Ful.	Ful TU ¾.	Spi..	She.....	W°	½.	A..	Shu..	Ross°	Opt..	3000
Sandow.....	1½	.....	138	S-34x4	S-34x6	Her OX	4-4x5	25.6	Str...	V..	Eis.....	Non....	D. Ful.	Ful TU ¾.	Spi..	She 1501W..	W..	½.	...	.....	Ross.	Opt..	3595
Sandow.....JS	2	.....	144	S-36x4	S-36x7	Her OX....	4-4x5	25.6	Zen...	...	Eis.....	Bos-A..	D. Ful.	Ful GU14..	Spi..	She W103..	I..	D..	...	She.	Ross.	.....	4000
Sandow.....	2½	.....	165	S-36x4	S-36x8.	Her K.....	4-4¼x5¾	28.9	Str...	G..	Bos-A..	None...	D. B-L.	B-L 35....	Spi..	Tim 6566..	W..	F..	...	Tim..	Ross.	.....	4600
Sandow.....M	3½	.....	175	S-36x5	S-36x12	Her L.....	4-4½x5¾	32.4	Str...	G..	Bos-A..	None...	D. B-L.	B-L 51....	Spi..	Tim 6666 ..	W..	F..	A..	Tim..	Ross.	.....	6800
Sandow.....L	5	.....	175	S-36x6	S-40x12	Her G.....	4-4¾x5¾	36.1	Str...	G..	Bos-A..	None...	D. B-L.	B-L 60....	Spi..	Tim 6766 ..	W..	½.	B..	Tim..	Ross.	.....	7800
Sanford.....W6-12	1½	.....	150	P-30x5	P-30x5	Con 8R....	6-3⅜x4½	27.3	Str...	G..	Con....	Dyn....	D. B-L.	B-L 31.	Spi..	Eat 1002..	B..	½.	A..	Eat..	Ross.	Van..	2960
Sanford.....S2T	2	.....	171	P-30x5	DP-30x5	Con 8R....	6-3⅜x4½	27.3	Str...	G..	Con....	Dyn....	D. B-L.	B-L 35....	Spi..	Eat 1502..	B..	½.	A..	Eat..	Ross.	Van..	3900
Sanford.....	3	.....	161°	P-32x6°	P°-36x8	Con 6B....	6-3¾x5	33.7	Str...	V..	Con....	Dyn....	D. B-L.	B-L 55°..	Spi..	Tim.....	W..	F°.	A..	Tim..	Ross.	Van..	6275°
Sanford.....W4-35-50	4–5	.....	176°	S-36x6	DS-36x6°	Con B7....	4-5x6	40.0	Str...	G..	Con....	Dyn....	D. B-L.	B-L 60....	Spi..	Tim.....	W..	F..	A..	Tim..	Ross.	Van..	Var...
Saurer.....SAD	5½TT	6000	Opt...	S-40x6‡	DS-40x7‡	Own.....	4-4¼x7½	29.3	Own..	G..	Sci....	Opt....	K. Own	Own 5AD.	Own.	Own 5AD..	B..	F..	B..	Own.	Own.	Own.	7500
Schacht.....	1	.....	132	P-30x5	P-30x5	Wis SU....	4-4x5	25.6	Zen...	V..	Bos-A..	None..	D. Ful.	Ful GU-7..	Blo..	Wis.....	...	...	A..	Shu..	Ross.	.....	3755
Schacht.....	1½–2	2500°	144°	S-34x4	S-34x7	Wis SU....	4-4x5	25.6	Zen...	V..	Bos-A..	None..	D. Ful.	Ful GU7..	Blo..	Wis 660D..	R..	F..	A..	Shu..	Ross.	.....	Var...
§Schacht. 2½ to 3½ ton	.....	.....	160	S-36x5	S-36x12°	Wis RCU...	4-4½x6	32.4	Zen...	G..	Bos-A..	None..	D. B-L.	Own.....	Spi..	Own.....	R..	F..	B..	Own.	Own.	Day..	7500°
Schacht.....	5	4800	168	S-36x6	DS-40x7	Wis RCU...	4-4½x6	32.4	Zen...	G..	Bos-A..	None..	D. B-L.	Own.....	Spi..	Own.....	W..	F..	B..	Own.	Ross.	Day..	8200
Schacht.....	7½TT	5100	168°	S-36x7°	DS-40x8	Wis RBU...	4-5x6	40.0	Zen...	G..	Bos-A..	None..	D. B-L.	Own.....	Spi..	Own.....	W°	F..	B..	Own.	Ross°	Day..	9000
Schacht.....TT	5–13	.....	129½	S-36x5	S°-36x10°	Wis RCU...	4-4½x6	32.4	Zen...	G..	Bos-A..	None..	D. B-L.	Own.....	Spi..	Own.....	R..	F..	B..	Own.	Own.	.....	6400°
Selden Pace Maker.....	1¼	.....	144°	S-30x5	S-30x5	Con S4°...	4°-4¼x4½	28.9	Str...	G..	Bos-A..	Bos-A..	D. B-L.	B-L 31.	.....	Cla.....	B..	F..	A..	Cla.	Ross.	Van..	3580
Selden Unit.....34-36	2	.....	142°	P°-32x6	P°-32x6	Con 8R°...	6°-3⅜x4½	27.3	Str...	G..	Bos-A..	Bos-A..	D. B-L.	B-L 31.	Blo..	Cla 501..	B..	¾.	...	Shu..	Ross.	Van..	3750°
Selden Read Master.....	3	.....	165	P-32x6	P-36x8‡	Con 6B....	6-3¾x5	33.7	Str...	V..	Bos-A..	Bos-A..	D. B-L.	B-L 35....	.....	Cla 720 ..	B..	½.	A..	Tim..	Ross.	Van..	4740
§Selden Unit.....53	3	.....	154°	S-36x4	S-36x8	Con L4....	4-4½x5½	32.4	Str...	G..	Eis.....	Bos-A..	D. B-L.	B-L 51....	Spi..	Tim 6566..	W..	F..	A..	Tim..	Gem.	Std..	6220
Selden Unit.....	3½–4	.....	165°	S-36x5	DS°-36x5	Con L4°...	4-4½x5½°	32.4	Str...	G..	Eis.....	Bos-A..	D. B-L.	B-L 55....	Spi..	Tim 6666..	W..	F..	A..	Tim..	Gem.	Std..	7200°
Selden Unit.....90	5	.....	166	S-36x6	S-40x12	Con B7....	4-5x6	40.1	Str...	G..	Eis.....	Bos-A..	D. Det.	B-L 60-7..	Spi..	Tim 6760..	W..	F..	A..	Tim..	Gem.	Std..	9650
Service.....25H	1	.....	146	P-32x6	P-32x6	Buda WTU..	4-3¾x5⅛	22.5	Zen...	V..	Rem...	Rem...	P. B&B	B-L 31....	M-E.	Tim 5620..	B..	F..	A..	Shu..	Ross.	Smi..	3900
Service.....	1½	.....	151¼	S-36x4	S-36x7	Buda KBU-I	4-4x5¼	25.6	Zen...	V..	Eis.....	Rem...	P. B&B	B-L 35....	Spi..	Tim 6462..	W..	...	A..	Tim..	Ross.	Int..	5350
Service.....61	2½	.....	164	S-36x4	S-36x10	Buda EBU-I	4-4¼x5½	28.9	Str...	V..	Eis.....	Rem...	P. B&B	B-L 51....	Spi..	Tim 6566..	W..	F..	A..	Tim..	Ross.	Int..	6126
Service.....81	3½	.....	173	S-36x5	S-36x12	Buda YBU-I.	4-4½x6	32.4	Str...	V..	Eis.....	Rem...	D. B-L.	B-L 60-7..	Spi..	Tim 6666..	W..	F..	A..	Tim..	Ross.	Int..	8080
Service.....103	5	.....	173	S-36x6	S-40x14	Buda YBUI	4-4½x6	32.4	Str...	V..	Eis.....	Rem...	P. B&B	B-L 60-7..	Spi..	Tim 6760..	W..	F..	A..	Tim..	Ross.	Int..	9350
Service.....61	TT	.....	127⅜	S-36x4	S-36x10	Buda EBU-I	4-4½x5½	28.9	Str...	V..	Eis.....	Rem...	P. B&B	B-L 51....	Spi..	Tim 6566..	W..	F..	A..	Tim..	Ross.	Int..	5785
Service.....81	TT	.....	131⅛	S-36x5	S-36x12	Buda YBU-I	4-4½x6	32.4	Str...	V..	Eis.....	Rem...	P. B&B	B-L 60....	Spi..	Tim 6666..	W..	F..	A..	Tim..	Ross.	Int..	7900
Service.....103	TT	.....	131⅛	S-36x6	S-40x14	Buda YBU-I.	4-4½x6	32.4	Str...	V..	Eis.....	Rem...	P. B&B	B-L 60....	Spi..	Tim 6760..	W..	F..	A..	Tim..	Ross.	Int..	9150
Standard.....K, KS	2½	.....	147°	S-36x4‡	S-36x8	Con K4....	4-4½x5¼	27.2	Str...	G..	Eis.....	Bos-A‡.	D. B-L.	B-L 35°..	Spi..	Tim 6566..	W..	F..	A..	Tim..	Gem.	Day..	5400°
Standard.....K, KS	3½	.....	160°	S-36x5	S-36x12	Con L4....	4-4½x5½	32.4	Str...	V..	Eis.....	Bos-A‡.	D. B-L.	B-L 55°..	Spi..	Tim 6666..	W..	F..	A..	Tim..	Gem.	Day..	7485°
Standard.....	5-7	.....	165°	S-36x6	S-40x14	Con B5....	4-4¾x6	36.1	Str...	V..	Eis.....	Bos-A‡.	D. B-L.	B-L 60....	Spi..	Tim 6760..	W..	F..	A..	Tim..	Gem.	Day..	8700
Star. Four Com. Ch.....	½	470	103	P-30x3½	P-30x3½	Con.....	4-3½x4¼	18.2	Til...	V..	A-L....	A-L....	P. Own	Own.....	Spi..	Own.....	S..	½.	A..	Own.	Own.	Hay..	1500
Star Fleetruck.....	1	950	128	P-30x5	P-30x5	Con.....	6-2¾x4¾	18.2	Til...	V..	A-L....	A-L....	P. Own.	Own.....	Spi..	Sal.....	S..	½.	A..	Sal..	Gem.	Bim..	2365
Steinkoening.....A,TT	1½	.....	149°	S-34x4	S-24x8	Wau V.....	4-4x5	25.6	Zen...	V..	Apo....	L-N....	D. B-L.	B-L 35....	Spi..	Cla 720 B .	...	...	B..	Shu..	Ross.	Smi..	5800
Steinkoenig....B, C, TT	2½	.....	156°	S-36x4°	S-36x10°	Own CU	4-4¾x5¾	30.6	Zen...	V..	Apo....	L-N....	D. B-L.	B-L 55....	Spi..	Tim 6570D.	W..	F..	B..	Shu..	Ross.	Day..	6800°
Sterling.....DW-8	1½	.....	142	S-32x6	S-32x6	Own V.....	4-4x5	25.6	Zen...	V..	Eis.....	.....	D. B-L.	B-L 31....	Spi..	Tim.....	W..	½.	...	Tim..	Ross.	.....	4000
Sterling.....	2–2½	.....	142	S-36x4	S-36x7	Own V.....	4-4x5	25.6	Zen...	V..	Bos-A°.	Bos-A..	D. B-L.	B-L 35....	Spi..	Tim.....	W..	½.	A..	Tim..	Ross.	Hoo..	4500°
Sterling.....DW14-18	3½–5	.....	160°	S-36x5°	S-36x10°	Own CU	4-4¾x5¾	30.6	Zen...	V..	Eis.....	.....	D. B-L.	B-L 51....	Spi..	Tim.....	W..	F..	A..	Tim..	Ross.	Hoo..	6100°
Sterling.....EW20-23	5–6	.....	174°	S-36x5°	S-40x10°	Own DU	4-4½x6¼	32.4	Zen...	V..	Eis.....	.....	O. H-S.	B-L 60....	Spi..	Tim.....	W..	F..	A..	Tim..	Ross.	Hoo..	7775°
Sterling.....EW25-27	6½–7½	.....	174°	S-36x6	S-40x12°	Own EU	4-5x6¼	40.0	Zen...	V..	Eis.....	.....	O. H-S.	B-L 60....	Spi..	Tim.....	W..	F..	A..	Tim..	Ross.	Hoo..	9175°
Sterling.....EC	6–11	.....	174°	S-36x6°	S-40x12°	Own EU	4-5x6¼	40.0	Zen...	V..	Eis.....	.....	O. H-S.	Own.....	B.G.	Own.....	C..	D..	A..	Tim..	Ross.	Hoo..	8800°
Sterling.....DW10-T1	5	.....	148	S-36x4	S-36x8	Own CU	4-4¾x5¾	.....	Zen...	V..	Eis.....	.....	D. B-L.	B-L 51....	Spi..	Tim.....	W..	F..	A..	Tim..	Ross.	Hoo..	4680
Sterling.....7½-10	TT	.....	148	S-36x5°	S-40x10°	Own DU	4-4½x6¼	.....	Zen...	V..	Eis.....	.....	O. H-S.	B-L 60....	Spi..	Tim.....	W..	F..	A..	Tim..	Ross.	Hoo..	7775°
Sterling.....EC20-TT	10	.....	148	S-36x6	S-40x12	Own DU	4-4½x6¼	.....	Zen...	V..	Eis.....	.....	O. H-S.	Own.....	B.G.	Own.....	C..	D..	A..	Tim..	Ross.	Hoo..	8100
Sterling.....12-16	TT	.....	148	S-36x6	S-40x12°	Own EU	4-5x6¼	.....	Zen...	V..	Eis.....	.....	O. H-S.	Own°.....	B.G°	Own°.....	C°.	D°.	A..	Tim..	Ross.	Hoo°	8800°
Sterling.....EC50-TT	25	.....	148	S-36x7	S-40x14	Own GU....	4-5¾x6¼	.....	Zen...	V..	Eis.....	.....	O. H-S.	Own.....	B.G..	Own.....	C..	D..	A..	Tim..	Ross.	Day..	10250
Stewart Buddy.....	¾	895	118	B-30x5.25	B-30x5.25	Con.....	6-2¾x4¾	18.2	Zen...	G..	Rem...	Rem...	D. Own	Own.....	Own.	Own.....	B..	½.	A..	Own.	Gem.	Own.	2250
Steward Buddy.....	1	985	128	P-30x5	P-30x5	Con.....	6-2⅞x4¾	19.7	Joh...	G..	Remy..	Remy..	D.W-D	W-G.....	Spi..	Sal.....	B..	½.	A..	Own.	Gem.	Cla..	2550
Stewart.....	1¼	1245°	130	P-30x5	P-30x5	Lyc CT°...	4°-3¾x5	22.5	Zen...	G..	Rem...	Rem..‡	D. Ful.	Ful SU-1..	Spi..	Cla B-365..	B..	¼°.	A..	Col..	Gem.	Ind..	2680°
Stewart.....17, 17X	1½	1795°	145	P-32x6	P-32x6	Lyc.....	6°-3¼x4½	25 3	Zen...	G..	Rem...	Rem...	D. Ful.	Ful.....	.....	Cla.....	B..	½.	A..	...	Gem°	.....	3350°
Stewart.....18	2	1990	160	S-34x4‡	S-34x6‡	Lyc C.....	4-4x5	25.6	Zen...	G..	Rem...	Rem...	D. Ful.	Ful LTU-4	Spi..	Cla B-501..	B..	¼.	B..	Col..	Gem.	Cla..	3680
Stewart.....19	2½	3200	165	S-36x4	S-36x8	Lyc.....	6-3⅞x5	36.2	Zen...	V..	Rem...	Rem...	D. Ful.	Ful.....	Spi..	Tim.....	W..	F..	A..	Sal..	Gem.	Cla..	5290
Stewart.....22	3½	4200	165	S-36x5	S-36x12	Lyc.....	6-3⅞x5	36.2	Zen...	G..	Rem...	Rem...	D. Ful.	Ful.....	Spi..	Tim.....	W..	F..	A..	Sal..	Ross.	Day..	6720
Stoughton.....C	1¼	.....	131	P-34x4½	P-34x4½	Own.....	4-3¾x4½	18.2	Zen...	V..	Bos-A..	Bos-A..	D. B-L.	B-L 31....	The..	Col 53000..	S..	¾.	A..	Col.	Ross.	Bim..	2650
Stoughton.....J	1½	.....	140	P-32x6	P-32x6	Own.....	4-3⅝x5	21.0	Zen...	V..	Bos-A..	Bos-A..	D. B-L.	B-L 31....	Spi..	Col 53000..	S..	¾.	A..	Col.	Ross.	Bim..	3250
Stoughton.....D	2	.....	140	S-36x4	S-36x7	Own.....	4-4½x5¼	27.2	Zen...	G..	Bos-A..	.....	...	B-L.	B-L 35....	The..	She W103..	W..	½.	A..	She.	Ross.	Bim..	4600
Stoughton.....F	3	.....	156	S-36x5	DS-36x5	Own.....	4-4½x5¼	27.2	Zen...	G..	Bos-A..	.....	D. B-L.	B-L 51....	The..	She W21..	W..	½.	...	She.	Ross.	Bim..	5900
Traffic.....4000C	2	.....	142	S-34x4‡	S-34x5‡	Con S4.....	4-4¼x4½	28.9	Zen...	G..	Bos-A..	Bos-A..	D. Ful.	Ful GU10..	U-M.	Cla B501..	B..	¾.	A..	Own.	Own.	Bim..	3800
Traffic.....6000	3	.....	135	S-36x4‡	S-36x7‡	Con S4.....	4-4¼x4½	28.9	Zen...	G..	Bos-A..	Bos-A‡.	D. Cov.	Cov MUN.	.....	 60001	I..	D..	A..	Own.	Own.	Opt..	.....
Traylor.....B	1½	1800	140	S-34x3½	S-34x6	Buda WU..	4-3¾x5½	22.5	Zen...	G..	Spl....	West...	D. Cov.	Cov MUSC	M-E.	She W1501..	W..	½.	A..	She.	Ross.	Sch..	4300
Traylor.....D	3	3400	150	S-36x4‡	S-36x8	Buda ETU..	4-4¼x5½	28.9	Zen...	G..	Spl....	West...	D. M-E	Own D-4U	M-E.	She W21..	W..	½.	A..	She.	Ross.	Sch..	5850
Traylor.....F	5	4700	170	S-36x6	S-40x12	Buda YTU..	4-4½x6	32.4	Zen...	G..	Bos-A..	West...	D. B-L.	B-L 60....	Spi..	She W32..	W..	½.	A..	She.	Ross.	Smi..	8800
Twin City.....BW	2½	2975	163½	S-36x5‡	S-36x10‡	Own TW....	4-4¼x6	28.9	Str...	V..	Bos-A..	N-E‡..	P. B&B	Ful G7....	Spi..	Cla TD.....	I..	D..	...	Shu.	Ross.	Bim..	5625
Twin City.....AW	3½	3750	168	S-36x6‡	S-40x12‡	Own TW....	4-4¼x6	28.9	Str...	V..	Bos-A..	N-E...	P. B&B	Ful H.....	Spi..	Tim 6666..	W	F.	A.	Tim.	Ross	Smi.	7200

Truck Chassis—Continued

§—*Designates Chassis adaptable for Bus use.*

TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES TYPE & SIZE		ENGINE			FUEL		ELECTRICAL SYSTEM		Clutch	Gearset	Universals Make	REAR AXLE			Brakes Location	Front Axle Make	Steering Gear Make	Wheels Make	Weight (Lbs.)
				Front	Rear	Make and Model	No. of Cyls. Bore and Stroke (Ins.)	NACC H.P.	Carbureter	Feed Type	Ignition Make	Generator and Starter Make	Type and Make	Make and Model		Make and Final Drive	Axle Type						
United	16	1	.....	125	P-29x4½	P-29x4½	Wau	4-3½x4½	19.6	Zen	G.	A-L	A-L	P. B&B	W-G	Blo	Cla	B-365	B.	½	A.	Shu	Han	.....	2400
United	20	1¼	.....	130	P-30x5	P-30x5	Her O	4-4x5	25.6	Zen	...	Bos-A	A-L	D. B-L	B-L	Blo	Cla	.....	B.	½	A.	Shu	Ross	.....	2900
United	30	1½	.....	148	P-30x5	P-30x5	Her OX	4-4x5	25.6	Str	G.	Eis	A-L	D. Ful	Ful SU10	Blo	Col	53000	B.	¾	A.	Shu	Ross	Van.	2940
§United	32-40	2	.....	148°	P-30x5°	P°-32x6	Her OX°	4°-4x5	25.6	Str	G°	Eis	.....	D. Ful	Ful SU10°	Blo	Wis	460	R.	F.	A.	Shu	Han	Van°	3740°
United	50	2½	.....	156	S-34x4	S-34x8	Her OX	4-4x5	25.6	Str	G.	Eis	.....	D. Ful	Ful GU10	Blo	Wis	660	R.	F.	A.	Shu	Ross	Van.	4120
United	70	3½	.....	155	S-36x5	S-36x10	Her L	4-4½x5¾	32.4	Str	G.	Eis	.....	D. B-L	B-L 55	Blo	Wis	88EF	R.	F.	A.	Shu	Ross	Van.	6400
§United	100	5	.....	171	S-36x6	S-36x12	Her G	4-4¾x5¾	36.1	Zen	G.	Eis	None	D. B-L	B-L 60	Blo	Wis	1800	R.		A.	Shu	Ross	Van.	8150
§U. S.		1-1½	.....	144°	S°-36x3½	S°-36x6	Buda WTU°	4°-3¼x5½	22.5	Str	V	A-L	A-L	D. Ful	Ful LTU5	Blo	Cla	I-D°	I°	D°	A.	Shu	Lav	Sch°	4070°
U. S.	20-NW	2	2275°	144°	S-36x4‡	S-36x6°	Buda HS°	6°-3⅝x4½	27.3	Str	V.	A-L	A-L	D. B-L	B-L 35	Blo	Tim	64600D	W.	½	A.	Shu	Lav	Sch.	4550°
U. S.	R	2½	2975	156°	S-36x4‡	DS-36x4	Buda EBUI	4-4¼x5½	28.9	Str	V.	Spl	A-L	D. B-L	B-L 51	Blo	She	W-21	W.	½	A.	Shu	Lav	Sch.	5500
U. S.	S	3½–5	3650°	168°	S-36x5°	DS-36x5°	Buda YBUI	4-4½x6	32.4	Str	V.	Spl	A-L	D. B-L	B-L 55	Blo	She	W-32	W.	½	A.	She	Lav	Smi°	7100°
U. S.	T	5½	4400	172°	S-36x6	DS-40x6	Buda BTU	4-5x6½	40.0	Str	V.	Eis	A-L	D. B-L	B-L 60	Blo	Tim	68700S	W.	½	B.	Shu	Lav	Smi.	9700
Valley	Dispatch	2½	.....	160	P-32x6	DP-32x6	Her OX	4-4x5	25.6	Zen	V.	A-L	A-L	D. Ful	Ful SU12	Har	Wis	6600	R.	F.	A.	Shu	Lav	Ind.	4940
Victor	25	1¾	1195	131	P-30x5	P-33x5	Her O	4-4x5	25.6	Zen	V.	A-L	A-L	D. Cov	Cov JUC	Pic	Col	54000	S.	¾	B.	Col	Ross	.....	3000
Victor	40	1½	1295	135	S-34x3½‡	S-34x5‡	Her OX	4-4x5	25.6	Zen	G.	Eis	.....	D. Cov	Cov JUC	U-M	Wis	4600	R.	F.	A.	Shu	Ross	.....	4010
Victor	50	2	2290	142	S-34x4‡	S-34x7‡	Her OX	4-4x5	25.6	Zen	G.	Eis	.....	D. Ful	Ful GU12	U-M	Wis	66	R.	½	A.	Shu	Ross	Smi.	4500
Victor	60 & 70	2½	2595°	156	S-36x4‡	S-36x8‡	Her OX	4-4x5	25.6	Zen	G.	Eis	.....	D. Ful	Ful GU12	U-M	Wis	8800	R.	F.	A.	Shu	Ross	Smi.	5400°
Victor	84	3½	3495	160	S-36x5‡	DS-36x10	Her L	4-4½x5¾	32.4	Zen	V.	Eis	.....	D. Ful	Ful GU14	U-M	Wis	1450	R.	F.	A.	Shu	Ross	Smi.	7000
Victor		5½	4795	164	S-36x7	S-40x14	Her G	4-4¾x5¾	36.1	Zen	V.	Eis	.....	D. Ful	Ful GU14	U-M	Wis	1700	R.	F.	A.	Shu	Ross	Day.	8500
Wachusett	S	1	.....	152	S-34x5	S-34x5	Con 8R	6-3⅝x4½	27.3	Zen	V.	Bos-A	Bos-A	D. B-L	B-L 30	Har	Tim	5511	W.	¾	...	Tim	Ross	Smi.	3300
Wachusett	J	1½	.....	148	S-36x6	S-36x6	Con J4	4-3¾x5	22.5	Zen	V.	Bos-A	Bos-A	D. B-L	B-L 35	Har	Tim	6352	W.	¾	...	Tim	Ross	Smi.	3300
Wachusett	K	2	.....	154	.....	.....	Con K4	4-4½x5¼	27.2	Zen	V.	Bos-A	Bos-A	D. B-L	B-L 35	Har	Tim	6460	W.	F.	...	Tim	Ross	.....	4800
Wachusett	L	2½	.....	170	S-36x5	S-36x10	Con L4	4-4½x5½	32.4	Zen	V.	Bos-A	Bos-A	D. B-L	B-L 55	Har	Tim	6560	W.	F.	...	Tim	Ross	Smi.	5200
Walter	FS-FSR	TT	.....	Opt	S-40x7	DS-40x7°	Own 6	6-4x5¾	38.4	Zen	V.	Apo	Bos-A	Own	Own	Own	Own		R.	D.	E.	Own	Ross	Day.	.....
Walter	FH-FHR	TT	.....	Opt	P°-40x8	DP°-40x8	Own 6	6-4½x5¾	48.6	Zen	V.	Apo	Bos-A	Own	Own	Own	Own		R.	D.	E.	Own	Ross	Day.	.....
Ward La France	2C	2½	.....	170	S-34x4	DS-34x4‡	Wau V	4-4x5	25.6	Zen	V.	Apo	A-L°	D.-B-L	B-L 35	M.M.	Own	3R	W.	F.	A.	Shu	Ross	Hoo.	5100
Ward La France	2B	3	.....	170	S-36x5	DS-36x5	Wau CU	4-4⅜x5¾	30.6	Str	G.	Apo	A-L	D. B-L	B-L 51	Spi	Tim		W.	F.	A.	Tim	Ross	Day.	5900
§Ward La France	4B,-6§	3½	.....	172°	P°-34x7	DP°-34x7	Wau 6QL°	6°-4x5¾	38.4	Zen°	V.	Bos-R°	A-L	D.B-L	B-L 55	Spi	Tim		W.	F.	B°	Shu°	Ross	Van°	7000°
Ward La France		5–5½	.....	164	S-36x6°	DS-40x6°	Wau EU°	4°-5x6¼	40.0	Str°	G°	Bos-R	A-L‡	D. B-L	B-L 60 Max	Spi	Tim		W.	F.	A°	Tim	Ross	Day.	Var
White	15	¾	2150	133½	P-34x5	P-34x5	Own GK	4-3¾x5½	22.5	Zen	G.	L-N‡	.....	P. Own	Own 15	Spi	Own	15	S.	½	A.	Own	Own	Hoo.	3225
White	20	2	2950	168°	S-36x4‡	S-36x7‡	Own GK	4-3¾x5½	22.5	Zen	G.	.....	L-N‡	P. Own.	Own 20	Spi	Own	20	R.	½	A.	Own	Own	.....	4680
White	51	2½	3750	170°	S-36x5‡	S-36x8‡	Own GRB	4-4¼x5¾	28.9	Zen	V.	.....	L-N‡	P. Own.	Own	Spi	Own		R.	½	B.	Own	Own	.....	5700
White	40A	3½	4350	174°	S-36x5‡	DS-40x5	Own GRB	4-4¼x5¾	28.9	Zen	V.	.....	L-N‡	P. Own.	Own	Spi	Own		R.	F.	B.	Own	Own	.....	7130
White	52	5	5100	174°	S-36x6	S-40x12	Own GRB	4-4¼x5¾	28.9	Zen	V.	.....	None	P. Own.	Own	Spi	Own		R.	F.	B.	Own	Own	.....	9128
Winther	15	1½	1340	136	P-30x5	P-32x6	Northway	6-3½x5	23.4	Str	V.	Bos-A	Bos-A	P. B&B	Dur	Pet	Tim		S.	F.	A.	Col	Ross	Van.	3000
Winther		2	2450°	140°	S-34x4°	S-34x6°	Wau V	4-4x5	25.6	Str	V.	Bos-A	Bos-A	D. Ful	Ful	Pet	Tim°		S. °	F°	A°	Col°	Ross	Van°	3500
Winther	44	2½	3200	161	S-34x5‡	S-34x7‡	Wis	4-4½x5	27.2	Str	V.	Bos-A	Bos-A	D. Ful	Ful	Pet	Cla		I.	D.	A.	Col	Ross	Van.	4375
Winther	54	3	3800°	152	S-36x5‡	DS-36x4°	Wis	4-4¼x6	28.9	Str	V.	Bos-A	Bos-A	P. B&B	B-L	Pet	Wis		R.	F.	A°	Tim	Ross	Own	5700°
Winther		4	4850°	150	S-36x5	DS-36x5	Wis VAU	4-4½x6	32.4	Str	V.	Bos-A	Bos-A	P. B&B	B-L	Pet	Wis		R.	F.	A.	Tim°	Ross	Cla.	7600°
Winther	104	5	5400	162	S-36x5	DS-40x6	Wis RAU	4-4¾x6	36.1	Str	V.	Bos-A	Bos-A	P. B&B	B-L	Pet	Wis		R.	F.	A.	Tim	Ross	Cla.	8600
Winther	144	7	6000	162	S-36x6	DS-40x7	Wis ABU	4-5x6	40.0	Str	V.	Bos-A	Bos-A	P. M-E.	B-L	Pet	Wis		R.	F.	A.	Tim	Ross	Cla.	9500
Witt-Will		1½–2	2575°	144°	S-34x3½°	S-34x6°	Con S4	4-4¼x4½	28.9	Zen	G.	Eis	Non	D. B-L	B-L 35	Spi	Tim	6462D	W.	½	A.	Tim	Ross	Arc.	4300°
Witt-Will	S	2½–3	3100°	146°	S-36x4‡	S-36x8°	Con K4	4-4½x5¼	27.2	Zen	V.	Eis	Bos-A	D. B-L	B-L 51	Spi	Tim	6566D°	W.	F.	A.	Tim	Ross	Arc.	5300°
Witt-Will	L	3½	4200	156°	S-36x5	S-40x10	Con I4	4-4½x5½	32.4	Zen	V.	Eis	Bos-A	D. B-L	B-L	Spi	Tim		W.	F.	A.	Tim	Ross	Smi.	7750
Witt-Will		4–5½	4750°	172°	S-36x6	DS-40x6°	Con B5	4-4¾x6	36.1	Zen	G.	Eis	Bos-A	D. B-L	B-L 60°	Spi	Tim	6760	W.	F.	A.	Tim	Ross	Smi°	9200°
Yellow Cab Mod	T3	¾	1295	109	P-29x4½	P-29x4½	Con V7	4-3¾x5	22.5	Zen	G.	Bos-A	N-E	D. B-L	B-L 30Y	Spi	Tim	5331	B.	½	B.	Tim	Gem	Mot	2500
Yellow Cab	T-1	1	1450°	130°	P°-33x5	P°-33x5	Con V4	4-3¾x5	22.5	Zen	V.	Bos-A	N-E	D. B-L	B-L 35	Spi	Tim	5516	B.	½	B.	Tim	Gem	Mot	3130°
Yellow Knight	T-2	1	1095	124	P-30x5	P-32x6 ℗	Kni S	4-3⅛x5	18.9	Zen	G.	Rem	Rem	P. B&B	Mun T23	Thei	Tim	5310-21	S.	½	A.	Tim	Gem	Mot	2605

ABBREVIATIONS:

°—Also Others
‡(Tires)—Pneumatics extra
‡(Elec. Syst.)—Generator and Starter at extra cost
•—Starter Extra
†—No Starter, Generator Extra
½–½ Floating
¾–¾ Floating
A—Rear Wheels Only
A-L—Auto-Lite
Apo—Apolo Magneto
Arc—Archibald
A-W—Auto Wheel Co.
B (Brakes)—Drive Shaft and Rear Wheels
B (Final Drive)—Straight Bevel
B (Tires)—Balloons
B.B—Ball and Ball
B&B—Borg and Beck
Bet—Bethlehem Steel
B-G—Bowling Green
Bim—Bimel
B-L—Brown Lipe
Blo—Blood Bros.
Bos-A—American Bosch
Bos-R—Robert Bosch
Bud—Budd
C-Chain
Car—Carter
Cla—Clark
Col—Columbia
Con (Engines)—Continental
Con (Elec. Syst.)—Connecticut
Cot—Cotta
Cov—Covert
D (Axles)—Dead
D (Brakes)—Jackshaft and Rear Wheels
D (Clutch)—Multiple Dry Disk
Day—Dayton
Del—Delco
D-G—Detroit Gear
Dis—Disteel (Motor Wheel)
DJ—DeJon
DP—Dual Pneumatics
DS—Dual Solids
Dur—Durston
Dyn—Dyneto
E—Four wheel Brakes
Eat—Eaton
Eis—Eiseman
F—Full Floating
Fli—Flint
Ful—Fuller
G—Gravity
G&D—Gray and Davis
Gem—Gemmer
Han—Hannum
Har—Hartford (Spicer)
HaS—Hall Scott
Hay—Hayes
Her—Hercules
Hin—Hinkley
Hol—Holley
Hoo—Hoopes Bros.
H-S—Hele-Shaw
I—Internal Gear
Ind—Indestructible Wheel Co.
Int—Interstate Foundry
Jac—Jacox
Jon—Phineas Jones
K—Cone
Kel—Kelsey
Kni—Knight (Yellow Sleeve)
Lav—Lavine (Hannum)
L-N—Leece-Neville
Lon—Long
Lyc—Lycoming
Mar—Marvel
M-E—Merchant and Evans
M.M—Machanics Machine
Mot—Motor Wheel
Mun—Muncie
N-E—North East
O—Multiple Disk in Oil
Opt—Optional
P—(Clutch)—Single Plate
P (Final Drive)—Spur Gear
P (Fuel Feed)—Pressure
P (Tires)—Pneumatics
Pet—Peters
Pic—Pick
Pru—Prudden
R—Double Reduction
Rem—Remy
Roc—Rockford
Roy—Royer
S (Final Drive)—Spiral Bevel
S (Tires)—Solid
Sal—Salisbury
Sch (Carbureter)—Schebler
Sch (Wheels)—Schwartz
Sci—Scintilla
She—Sheldon
Shu—Shuler
Smi—Smith
Sne—Snead
Spi—Spicer
Spl—Splitdorf
Std (Axles)—Standard Parts Co.
Std (Wheels)—Standard Wheel Co.
Ste—Stewart
St.M—St. Marys
Str—Stromberg
The—Thermoid
Thei—Theimer
Til—Tillotson
Tim—Timken
TT—Tractor Truck
U-M—Universal Machine
U-P—Universal Products
V—Vacuum
Van—Van Wheel Corp.
Var—Various
W—Worm
Wal—Walker
Wau—Waukesha
Wes—Westinghouse
W-G—Warner Gear
Wis—Wisconsin
Woh—Wohlrab
Yell—Yellow Sleeve
Zen—Zenith

Continental Gasoline

MAKE AND MODEL	Tons Capacity	GENERAL INFORMATION: Wheelbase (In.)	Track (In.)	Tire Size and Type: Front (m.m. or inches)	Rear (m.m. or inches)	ENGINE: No. of Cylinders Bore and Stroke	Valve Arrangement	Cyls. Cast in One Block	Camshaft Drive	Oiling System	Water Circulation	Fuel System: Carburetor Make	Fuel Feed	ELECTRICAL SYSTEM: Current Source	Starter Fitted?	Generator Fitted?	TRANSMISSION: Clutch Type	Gearset: Location	No. Fwd. Speeds	Position of Lever	Universal Joints	Final Drive	RUNNING GEAR: Brakes: Foot Type and Location	Hand Type and Location	Steering Gear Type	Wheels Type
FRENCH																										
Aries	¼	100	40	P715x115	P715x155	4-2.36x3.34	L.	4	He.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	MD.	Sep.	3	R.	Fab.	St.	R.	R.	WS.	Disk.
Aries	½	116	40	P730x130	P730x130	4-2.36x3.77	L.	4	He.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	MD.	Sep.	3	R.	Fab.	St.	R.	T.	WS.	Disk.
Aries	1	125	54	P835x135	P835x135x2	4-3 34x5.51	L.	4	He.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	MD.	Sep.	3	R.	Fab.	St.	R.	T.	WS.	Disk.
Aries	4	161	67	P955x155	P955x155x2	4-3.54x5.9	L.	4	Sp.	Pre.	Th.	Sol.	G.	M.	Opt.	Opt.	MD.	Sep.	4	R.	Met.	St.	R.	T.	WS.	Disk.
Aries	5	161	69	P1025x185	P1025x185x2	4-3.93x5.9	L.	4	Sp.	Pre.	Th.	Sol.	G.	M.	Opt.	Opt.	MD.	Sep.	4	R.	Met.	Ch.	R.	T.	WW	Disk.
Barron-Vialle	3	150	62	P955x155	P955x155x2	4-3.9x5.51	L.	2	He.	Pre.	Pu.	Sol.	G.	M.	Opt.	Opt.	MD.	Sep.	4	R.	Met.	Sp.	R.	T.	WS.	Disk.
Barron-Vialle	5	162	62	P1025x185	P1025x185x2	4.4.3x5.51	L.	2	He.	Pre.	Pu.	Sol.	G.	M.	Opt.	Opt.	MD.	Sep.	4	R.	Met.	Ch.	R.	T.	WS.	Disk.
Berliet	½	114	47	P730x130	P730x130	4-2.55x4.4	L.	4	He.	Pre.	Th.	Zen.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	Sp.	R.	FR.	WW	Disk.
Berliet	¾	121	56	P820x120	P820x120	4-3.14x5.11	L.	4	He.	Pre.	Th.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Sp.	R.	T.	WW	Disk.
Berliet	1	122	56	P820x120	P820x120	4-3.14x5.11	L.	4	He.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Sp.	R.	T.	WW	Disk.
Berliet	1¼	122	56	P820x120	P820x120x2	4-3.14x5.11	L.	4	He.	Pre.	Th.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Wo.	R.	T.	WW	Disk.
Berliet	1¾	145	63	P835x135	P835x135x2	4-3.54x5.11	L.	4	He.	Pre.	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Wo.	R.	R.	WW	Disk.
Berliet	1¾	155	59	P820x120	P820x120x2	4-3.14x5.11	L.	4	He.	Pre.	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	IG.	R.	T.	WW	Disk.
Berliet	2½	149	59	P855x155	P855x155x2	4-3.54x5.11	L.	4	He.	Pre.	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	DR.	R.	FR.	WW	Disk.
Berliet	2½	150	62	P855x155	P855x155x2	4-3.54x5.11	L.	4	He.	Pre.	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Wo.	R.	R.	WS.	Disk.
Berliet	3	165	71	P955x155	P955x155x2	4-4.33x5.51	L.	4	He.	Pre.	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Wo.	R.	R.	WS.	Disk.
Berliet	5	165	70	P970x160	P970x160x2	4-4.33x5.51	L.	4	He.	Pre.	Pu.	Own.	G.	M.	Yes.	Yes.	MD.	Sep.	4	C.	Fab.	DR.	R.	FT.	WS.	Disk.
Berliet	5	167	70	S950x140	S1030x160x2	4-4.33x5.51	L.	4	He.	Pre.	Pu.	Own.	G.	M.	Yes.	Yes.	MD.	Sep.	4	C.	Fab.	DR.	R.	R.	WS.	Disk.
Berliet	7½	193	70	S1030x160	S1030x200x2	4-4.33x5.51	L.	4	He.	Pre.	Pu.	Own.	G.	M.	Yes.	Yes.	MD.	Sep.	4	C.	Fab.	Ch.	R.	T.	WW	CS.
Bernard	1½	141	59	P890x140	P890x140	4-2.95x5.11	L.	4	He.	Pre.	Pu.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Fab.	DR.	R.	FR.	WS.	Disk.
Bernand	2	153	59	P855x155	P855x155	4-3.14x5.51	L.	4	He.	Pre.	Pu.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Fab.	DR.	R.	FR.	WS.	Disk.
Chenard-Walcker	1½	112	52	P765x105	P765x105x2	4-2.71x3.93	L.	4	He.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	Co.	Eng.	4	R.	Met.	Sp.	T.	R.	WS.	Disk.
Chenard-Walcker	5 T	90	56	P895x135	P895x135x2	4-3.14x5.90	L.	4	He.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	Co.	Eng.	8	R.	Met.	IG.	T.	R.	WS.	Disk.
Citroen	½	104	48	P775x145	P775x145	4-2.75x3.93	L.	4	He.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	3	C.	Fab.	Sp.	R.	FR.	WS.	Disk.
Citroen	1	115	48	P730x130	P800x170	4-2.75x3.93	L.	4	He.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	3	C.	Fab.	Sp.	R.	FR.	WS.	Disk.
Corre-La-Licorne	1	130	52	P820x120	P820x120	4-2.63x4.72	L.	4	Ch.	Pu.	Th.	Sol.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	Sp.	R.	FR.	WS.	Disk.
Corre-La-Licorne	2	141	60	P880x120	P880x120	4-2.95x5.11	L.	4	He.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Met.	Sp.	R.	FR.	WS.	Disk.
Corre-La-Licorne	3	155	66	P955x155	P995x155x2	4-3.34x5.11	L.	4	He.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Met.	Sp.	R.	FT.	WS.	Disk.
Cottin-Desgouttes	2	137	67	P32x6	P34x7	4-3.26x5.42	I.	4	Ch.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	Sp.	R.	FT.	WS.	Disk.
Cottin-Desgouttes	2	137	67	P32x6	P24x7	4-3.54x6.29	L.	4	Ch.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	Co.	Eng.	4	C.	Met.	Sp.	R.	FTR.	WN.	Disk.
Cottin-Desgouttes	3	137	67	P36x6	P36x8	4-3.93x6.29	L.	4	Ch.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	Co.	Eng.	4	C.	Met.	Sp.	R.	FTR.	WN.	Disk.
De Dion-Bouton	¼	110	47	P715x115	P715x115	4-2.44x4.33	L.	4	Ch.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	Sp.	R.	FR.	WW	Disk.
De Dion-Bouton	½	120	54	P775x145	P775x145	4-2.75x4.72	L.	4	Ch.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Met.	Sp.	R.	FR.	WW	Disk.
De Dion-Bouton	1	129	54	P835x135	P835x135x2	4-2.75x4.72	L.	4	Ch.	Pre.	Th.	Sol.	V.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Met.	Sp.	T.	FR.	WW	Disk.
De Dion-Bouton	2½	147	63	P955x155	P955x155x2	4-3.54x5.51	L.	4	He.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Met.	Sp.	T.	FR.	WW	Disk.
De Dion-Bouton	2½	168	66	P955x155	P955x155x2	4-3.54x5.51	I.	4	He.	Pre.	Pu.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Met.	Sp.	T.	FR.	WW	Disk.
De Dion-Bouton	3½	178	70	P955x155	P955x155x2	4-3.93x5.51	L.	2	He.	Pre.	Th.	Sol.	G.	M.	Opt.	Opt.	SP.	Sep.	4	R.	Met.	Sp.	T.	FR.	WW	Disk.
De Dion-Bouton	5	178	72	S970x160	P970x160x2	4-4.33x5.90	L.	2	He.	Pre.	Pu.	Sol.	G.	M.	Opt.	Opt.	SP.	Sep.	4	R.	Met.	IG.	T.	R.	WW	Disk.
De Dion-Bouton	5	178	72	P1025x185	P1025x185x2	4-4.91x5.90	L.	2	He.	Pre.	Pu.	Sol.	G.	M.	Opt.	Opt.	SP.	Sep.	4	R.	Met.	IG.	T.	R.	WW	Disk.
Delahaye	1	123	53	P775x145	P775x145	4-2.83x4.33	I.	4	He.	Pre.	Pu.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	Sp.	R.	FR.	SN.	Wood.
Delahaye	1½	130	56	P860x160	P860x160	4-3.14x4.91	I.	4	He.	Pre.	Pu.	Sol.	V.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	Sp.	R.	FR.	SN.	Wood.
Delahaye	2	143	59	P935x135	P935x135	4-3.34x5.11	L.	4	He.	Pre.	Pu.	Sol.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	T.	R.	SN.	Disk.
Delahaye	4	167	67	P955x155	P955x155x2	4-3.93x6 29	L.	4	Sp.	Pu.	Pu.	Sol.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	T.	R.	SN.	Disk.
Delaugere-Clayette	1	119	56	P820x120	P820x120x2	4-2.95x4.72	L.	4	Ch.	Pre.	Th.	Zen.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	Sp.	T.	R.	WS.	Disk.
Delaugere-Clayette	3	155	54	S950x140	S1000x130x2	4-3.93x5.51	L.	2	Sp.	Pre.	Th.	Zen.	G.	M.	No.	No.	Co.	Sep.	4	R.	Met.	Ch.	T.	R.	WS.	Wood.
Donnet-Zedel	1¼	126	53	P835x135	P835x135	4-2.95x4.72	L.	4	He.	Pre.	Th.	Coz.	V.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Fab.	Sp.	R.	R.	WS.	Disk.
Dewald	3	145	68	S850x120	S950x140x2	4-4.33x5.90	L.	2	Sp.	Pre.	Pu.	Zen.	G.	M.	Opt.	Opt.	Co.	Sep.	4	R.	Met.	Ch.	T.	R.	WS.	Disk.
Dewald	7	161	68	S850x160	S970x180x2	4-4.33x5.90	L.	2	Sp.	Pre.	Pu.	Zen.	G.	M.	No.	No.	Co.	Sep.	4	R.	Met.	Ch.	T.	R.	WS.	Wood.
Dewald	10	177	68	S920x180	S970x200x2	4-4 33x5.90	L.	2	Sp.	Pre.	Pu.	Zen.	G.	M.	No.	No.	Co.	Sep.	4	R.	Met.	Ch.	T.	R.	WS.	Wood.
Laffly	1¾	138	55	P820x120	P820x120x2	4-2.95x5.11	L.	4	Sp.	Pre.	Th.	Zen.	G.	M.	No.	No.	Co.	Sep.	4	R.	Met.	Ch.	T.	R.	WS.	Wood.
Laffly	2½	153	60	P955x155	P955x155	4-3.54x5.11	I.	4	He.	Pre.	Pu.	Zen.	G.	M.	Yes.	Yes.	Co.	Sep.	3	R.	Fab.	Sp.	R.	R.	WS.	Wood.
Latil	1½	137	59	P955x155	P955x155	4-3.34x5.11	L.	4	He.	Pre.	Pu.	Sol.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Sp.	FR.	FR.	WS.	Disk.
Latil	tract	90	59	P955x155	P955x155	4-3.34x5.11	L.	4	He.	Pre.	Pu.	Sol.	G.	M.	Opt.	Opt.	SP.	Eng.	4	C.	Met.	IG.	R.	T.	WS.	Disk.
Latil	2	153	64	P1025x185	P1025x185	4-3.34x5.11	L.	4	He.	Pre.	Pu.	Sol.	G.	M.	Opt.	Opt.	SP.	Eng.	4	C.	Met.	IG.	R.	T.	WS.	Disk.
Latil, 4-wheel drive	3	123	68	P1085x185	P1085x185	4-4.12x5.51	L.	4	He.	Pu.	Th.	Sol.	G.	M.	No.	No.	Co.	Eng.	4	C.	Met.	EG.	R.	T.	WS.	Disk.
Latil	10-T	136	67	S1000x140	S1000x140x2	4-4.12x5.51	L.	4	He.	Pu.	Th.	Sol.	G.	M.	No.	No.	Co.	Eng.	4	C.	Met.	EG.	R.	T.	WS.	CS.
Mathis	¼	104	47	P715x115	P715x115	4-2.36x4.1	L.	4	Sp.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Fab.	Sp.	R.	FR.	SN.	Disk.
Mathis	½	106	49	P730x130	P730x130	4-2.75x4.1	L.	4	Sp.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Fab.	Sp.	R.	FR.	SN.	Disk.
Peugeot	½	89	38	P650x65	P650x65	4-1.96x3.34	L.	4	Ch.	Spl.	Th.	Zen.	G.	M.	Yes.	Yes.	SP.	Eng.	3	C.	Met.	Wo.	R.	R.	Be.	Wire.
Peugeot	½	99	47	P760x90	P760x90	4-2.59x4.12	L.	4	Ch.	Spl.	Th.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	Wo.	R.	R.	SN.	Wood.
Peugeot	1½	127	59	P955x155	P955x155x2	4-3 34x5.11	L.	4	Sp.	Pu.	Pu.	Zen.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	IG.	R.	FR.	SN.	Disk.
Peugeot	3	153	64	S940x130	S1000x130x2	4-3.93x5.90	L.	4	Sp.	Pu.	Pu.	Zen.	G.	M.	No.	No.	Co.	Sep.	4	R.	Met.	Wo.	R.	R.	SN.	CS.
Panhard-Levassor	¾	106	53	P820x120	P820x120	4-2.63x4.12	Sl	4	Ch.	Spl.	Pu.	Own.	G.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Met.	Sp.	R.	FR	SN.	Disk.
Panhard-Levassor	1½	119	55	P835x135	P835x135	4-2.63x4.12	Sl	4	Ch.	Spl.	Pu.	Own.	P.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Met.	Sp.	R.	FR.	SN.	Disk.
Panhard-Levassor	2½	142	62	P895x135	P895x135	4-2.95x5.11	Sl	4	Ch.	Spl.	Pu.	Own.	P.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Met.	Sp.	R.	FR.	SN.	Disk.
Panhard-Levassor	5	162	62	P1025x185	P1025x185x2	4-3 34x5.51	Sl	4	Ch.	Spl.	Pu.	Own.	P.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Met.	Sp.	R.	FR.	SN.	Disk.
Panhard-Levassor	5	162	62	P1025x185	P1025x185x2	4-4.12x5.51	Sl	4	Ch.	Spl.	Pu.	Own.	P.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Met.	Sp.	R.	FR.	SN.	Disk.
Panhard-Levassor	1½	119	55	P855x155	P855x155	4-2.95x5.51	Sl	4	Ch.	Spl.	Pu.	Own.	C.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Met.	Sp.	R.	FR.	SN.	Disk.
Panhard-Levassor	2½	142	62	P895x135	P895x135x2	4-3.34x5.51	Sl	4	Ch.	Spl.	Pu.	Own.	C.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Met.	Sp.	R.	FR.	SN.	Disk.
Panhard-Levassor	4½	162	62	P1025x185	P1025x185x2	4-4.12x5.51	Sl	4	Ch.	Spl.	Pu.	Own.	C.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Met.	Sp.	R.	FR.	SN.	Disk.
Renault	¼	104	45	P715x115	P715x115	4-2.28x3.54	L.	4	He.	Pu.	Th.	Own.	G.	M.	Yes.	Yes.	Co.	TT.	3	C.	Met.	Sp.	R.	FR.	WS.	Disk.
Renault	¾	119	56	P775x145	P775x145	4-2.95x4.72	L.	4	He.	Pu.	Th.	Own.	G.	M.	Yes.	Yes.	Co.	TT.	3	C.	Met.	Sp.	R.	FR.	WS.	Disk.
Renault	2	149	60	P835x135	P835x135x2	4-2.95x4.72	L.	4	He.	Pu.	Th.	Own.	G.	M.	Yes.	Yes.	Co.	TT.	3	C.	Met.	Sp.	R.	FR.	WS.	Disk.
Renault	2½	149	60	P835x135	P835x135x2	4-3.34x5.51	L.	4	He.	Pu.	Th.	Own.	G.	M.	Yes.	Yes.	Co.	TT.	4	R.	Met.	DR.	R.	FR.	WS.	Disk.
Renault	3	155	66	P1025x125	P1025x125x2	4-3.93x6.29	L.	2	He.	Pu.	Th.	Own.	G.	M.	Opt.	Opt.	Co.	TT.	4	R.	Met.	DR.	R.	FR.	WS.	Disk.
Renault	3½	155	66	P1025x185	P1025x185x2	4-3.93x6.29	L.	2	He.	Pu.	Th.	Own.	G.	M.	Opt.	Opt.	Co.	TT.	4	R.	Met.	DR.	R.	FR.	WS.	Disk.
Renault	5	164	66	P1025x185	P1025x185x2	4-3.93x6.29	L.	2	He.	Pu.	Th.	Own.	G.	M.	Opt.	Opt.	Co.	Sep.	4	R.	Met.	IG.	R.	FR.	WS.	Disk.
Renault, 6-wheel	2	139	56	P775x145	P775x145	4-2.95x4.72	L.	4	He.	Pu.	Th.	Own.	G.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Met.	Sp.	R.	R.	WS.	Disk.
Rochet-Schneider	1½	135	58	P880x120	P880x120x2	4-3.14x5.11	L.	4	He.	Pre.	Th.	Zen.	V.	M.	Opt.	Opt.	Co.	Eng.	4	C.	Met.	DR.	T.	R.	WS.	Disk.
Rochet-Schneider	2½	165	59	P955x155	P955x155x2	4-3.74x5.51	L.	4	He.	Pre.	Th.	Zen.	V.	M.	Opt.	Opt.	Co.	Eng.	4	C.	Met.	DR.	R.	R.	WS.	Disk.
Saurer	2	149	60	P895x135	P895x135x2	4-3 54x5.90	I.	4	He.	Pu.	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	St.	R.	FR.	SN.	Disk.
Saurer	3	177	64	P955x155	P955x155x2	4-3.93x7.08	L.	4	He.	Pu.	Pu.	Own.	G.	M.	Yes.	Yes.	Co.	Eng.	4	R.	Met.	St.	R.	FR.	SN.	Disk.
Saurer	5	186	64	P1085x185	P1085x185x2	4-4 33x7.08	L.	4	He.	Pu.	Pu.	Own.	G.	M.	Yes	Yes	Co.	Eng.	4	R.	Met.	St.	R.	FR.	SN.	Disk.

ABBREVIATIONS:

B—Battery.
Be—Bevel Gear.
C—Center (Gear lever).
C—Charcoal gas (Fuel Feed)
Ch—Chain.
Co—Cone.
Coz—Cozette.
CS—Cast Steel.
d—Dual.
DR—Double reduction
EG—External ring gear.
Eng—Unit with Engine.
F—"F" Head.
Fab—Fabric.
FR—Front and rear.
FT—Front and transmission.
FTR—Front, transmission and rear.
G—Gravity.
HS—Hollow Spoke.
He—Helical Gear.
I—Valve in Head.
IG—Internal ring gear.
L—"L" Head.
M—Magneto (Current source).
May—Maybach.
MD—Multiple disc.
Met—Metal.
Opt—Optional.
Pal—Pallas.
Pre—Full pressure.
P—Pneumatic (Tires).
P—Pressure (Fuel Feed).
Pu—Pump.
R—Right (Gearshift lever).
R—Rear (Brakes).
Ren—Renault.
S—Solid.
SB—Spiral Bevel.
Sep—Separate Unit.
Sl—Sleeve Valve.
SN—Screw and Nut.
Sol—Solex.
Sp—Spur Gear (Camshaft Drive).
Sp—Spiral Bevel (Rear Axle).
SP—Single plate.
Spl—Splash.
St—Straight Bevel.
SW—Steering Wheel.
Th—Thermo Syphon.
T—Transmission.
TR—Transmission and Rear Wheels.
Tract—Tractor.
TT—Torque tube.
V—Vacuum.
Var—Various.
WN—Worm and Nut.
Wo—Worm Drive.
WS—Worm and Sector.
WW—Worm and Wheel.
Zen—Zenith.
°—Other also.
†—With auxiliary magnetic.

Truck Chassis

MAKE AND MODEL	Tons Capacity	GENERAL INFORMATION: Wheelbase (In.)	Track (In.)	Tire Size and Type: Front (m.m. or inches)	Rear (m.m. or inches)	ENGINE: No. of Cylinders Bore and Stroke	Valve Arrangement	Cyls. Cast in One Block	Camshaft Drive	Oiling System	Water Circulation	Fuel System: Carburetor Make	Fuel Feed	ELECTRICAL SYSTEM: Current Source	Starter Fitted?	Generator Fitted?	TRANSMISSION: Clutch Type	Gearset: Location	Gearset: No. Fwd. Speeds	Gearset: Position of Lever	Universal Joints	Final Drive	RUNNING GEAR: Brakes: Foot Type and Location	Brakes: Hand Type and Location	Steering Gear Type	Wheels Type
Saurer	5	236	64	P085x185	P1085x185x2	4-4.33x7.08	L.	4	He.	Pu.	Pu.	Own	G.	M.	Yes.	Yes.	Co.	Eng.	4	R.	Met.	IG.	R.	FR.	SN.	Disk.
Scemia	5	172	68	P985x205	P985x205	4-3.93x6.29	L.	4	He.	Pu.	Th.	Ren.	V.	M.	Yes.	Yes.	Co.	TT.	4	C.	Met.	DR.	R.	FR.	WS.	Disk.
Scemia	5	170	64	P1025x185	P1025x185x2	4-3.93x6.29	L.	4	He.	Pu.	Th.	Ren.	V.	M.	Yes.	Yes.	Co.	TT.	4	C.	Met.	DR.	R.	FR.	WS.	Disk.
Scemia, 6-wheel	4	196	64	P34x7	P34x7	4-3.93x6.29	L.	4	He.	Pu.	Th.	Ren.	G.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Met.	DR.	R.	FR.	WS.	Disk.
Somua	3½	164	65	P955x155	P955x155x2	4-3.74x5.90	F.	4	Sp.	Pre.	Pu.	Sol.	G.	M.	Opt.	Opt.	SP.	Eng.	4	C.	Met.	DR.	R.	FR.	WW.	Disk.
Somua	5	165	67	S930x120	S970x160x2	4-3.93x5.90	F.	4	Sp.	Pre.	Pu.	Sol.	G.	M.	Opt.	Opt.	SP.	Sep.	4	C.	Met.	DR.	T.	R.	WW.	CS.
Somua	6	165	68	S950x140	S970x160x2	4-3.93x5.90	F.	4	Sp.	Pre	Pu.	Sol.	G.	M.	Opt.	Opt.	SP.	Sep.	4	C.	Met.	DR.	T.	R.	WW.	CS.
Somua	8	148	68	S970x160	S970x160x2	4-3.93x5.90	F.	4	Sp.	Pre.	Pu.	Sol.	G.	M.	Opt.	Opt.	SP.	Sep.	4	C.	Met.	DR.	T.	R.	WW.	CS.
Unic	½	106	53	P820x120	P820x120	4-2.75x4.72	L.	4	Ch.	Pre.	Th.	Viel.	G.	M.	Opt.	Opt.	MD.	Eng.	4	C.	Fab.	Sp.	R.	FT.	WW.	Disk.
Unic	¾	120	52	P835x135	P835x135	4-2.75x4.72	L.	4	Ch.	Pre.	Th.	Viel.	G.	M.	Opt.	Opt.	MD.	Eng.	4	C.	Fab.	Sp.	R.	FT.	WW.	Disk.
Unic	1	124	55	P820x120	P820x120x2	4-3.14x5.11	L.	4	Ch.	Pre	Pu.	Viel.	G.	M.	Opt.	Opt.	Co.	Sep.	4	R.	Fab.	Sp.	R.	T.	WS.	Disk.
Unic	1½	139	60	P895x135	P895x135x2	4-3.14x5.11	L.	4	Ch.	Pre.	Pu.	Viel.	G.	M.	Opt.	Opt.	Co.	Sep.	4	R.	Fab.	DR.	R.	T.	WS.	Disk.
Unic	2½	157	65	P955x155	P955x155x2	4-3.14x5.87	L.	4	Ch.	Pre.	Pu.	Viel.	G.	M.	Opt.	Opt.	MD.	Eng.	4	C.	Fab.	DR.	R.	FT.	WS.	Disk.
Vermorel	¾	117	51	P775x145	P775x145	4-2.75x4.33	I.	4	Sp.	Pre.	Th.	Zen.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	Sp.	R.	RF.	WS.	Disk.
Vermorel	1	120	55	P835x135	P835x135	4-2.75x4.33	I.	4	Sp.	Pre.	Th.	Zen.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	Sp.	T.	FR.	WS.	Disk.
BELGIAN																										
Bovy	1½	126	58	P835x135	P835x135	4-3.34x5.3	F.	4	Sp.	Pre.	Th.	Sol.	G.	M.	Yes.	Opt.	Co.	Sep.	4	R.	Met.	Sp.	T.	FR.	SN.	Wood.
Bovy	2	144	58	P835x135	P835x135x2	4-3.34x5.2	F.	4	Sp.	Pre.	Th.	Sol.	G.	M.	Yes	Opt.	Co.	Sep.	4	R.	Met.	DR.	T.	FR.	SN.	Disk.
Bovy	3	157	58	P855x155	P855x155x2	4-3.62x5.3	F.	4	Sp.	Pre.	Th.	Sol.	G.	M.	Yes.	Opt.	Co.	Sep.	4	R.	Met.	DR.	T.	FR.	SN.	Disk.
Bovy	5	189	68	P1025x185	P1025x185x2	4-4.33x7.08	F.	4	Sp.	Pre.	Pu.	Sol.	G.	M.	Yes.	Opt.	Co.	Sep.	4	R.	Met.	DR.	T.	FR.	SN.	Disk.
Brossel	2½	143	60	P855x155	P855x155x2	4-3.54x5.90	L.	4	Sp.	Pre.	Th.	Zen.	G.	M.	Yes.	Yes.	MD.	Sep.	4	R.	Fab.	Wo.	R.	FR.	WS.	Disk.
Brossel	4	155	60	P1025x185	P1025x185x2	4-3.93x5.90	L.	4	Sp.	Pre.	Th.	Zen.	G.	M.	Yes.	Yes.	MD.	Sep.	4	R.	Fab.	Wo.	R.	FR.	WS.	Disk.
Dasse	2	137	55	P855x155	P855x155x2	4-3.34x4.82	I.	4	Sp.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	R.	Fab.	Wo.	R.	T.	WS.	Disk.
Miesse	1	127	57	P835x135	P835x135	4-2.71x5.11	I.	4	Be.	Pre.	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	DR.	R.	FR.	WS.	Disk.
Miesse	1½	157	57	P835x135	P835x135	4-2.95x5.11	I.	4	Be.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	DR.	R.	FR.	WS.	Disk.
Miesse	2½	157	57	P835x135	P835x135x2	4-2.95x5.11	I.	4	Be.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	DR.	R.	FR.	WS.	Disk.
Miesse	3½	168	64	P855x155	P855x155x2	4-3.14x5.11	I.	4	Be.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	DR.	R.	FR.	WS.	Disk.
Miesse	60-P	205	64	P36x8	P36x8	8-3.14x5.11	I.	8	Be.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	DR.	R.	FR.	WS.	Disk.
Minerva	2	145	65	P935x135	P935x135x2	4-3 54x5.51	Sl	4	Ch.	Pu.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	IG.	R.	R.	WS.	Disk.
Minerva	3	169	68	P36x6	P36x6x2	4-3.54x5.51	Sl	4	Ch.	Pu.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	IG.	R.	R.	WS.	Disk.
Minerva	4	171	66	P38x7	P38x7x2	4-4.33x5.51	Sl	4	Ch.	Pu.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Sp.	R.	FR.	WS.	Disk.
Minerva	5	171	66	P38x7	P38x7x2	4-4.33x5.51	Sl	4	Ch.	Pu.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Sp.	R.	FR.	WS.	Disk.
Minerva	Tr. 6	110	68	P36x6	P36x6	4-3.54x5.51	Sl	4	Ch.	Pu.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	DR.	R.	R.	WS.	Disk.
Minerva	Tr10	119	66	P38x7	P38x7x2	4-4.33x5.51	Sl	4	Ch.	Pu.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	DR.	R.	R.	WS.	Disk.
Pipe	2	137	59	P895x135	P895x135x2	4-3.14x5.90	L.	4	Sp.	Pre.	Th.	Zen.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	T.	R.	WS.	Disk.
Pipe	3	145	65	P1025x185	P1025x185x2	4-3.93x7.08	L.	4	Sp.	Pre.	Th.	Zen.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	T.	R.	WS.	Disk.
Pipe	5	168	65	P1025x185	P1025x185x2	4-4.72x6.29	I.	4	Sp.	Pre.	Th.	Zen.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	T.	R.	WS.	Disk.
ITALIAN																										
Fiat	¼	100	48	P715x115	P715x115	4-2.24x3.81	I.	4	Ch.	Pre.	Th.	Own.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	Sp.	R.	FR.	WS.	HS.
Fiat	¾	108	55	P820x120	P820x120	4-2.55x4.33	L.	4	He.	Pre.	Pu.	Own.	G.	M.	Yes.	Yes.	MD.	Eng.	4	R.	Fab.	Wo.	R.	FR.	WS.	HS.
Fiat	1¼	120	56	P835x135	P835x135	4-2.95x5.11	L.	4	He.	Pre.	Pu.	Own.	P.	M.	Yes.	Yes.	MD.	Eng.	4	R.	Met.	Sp.	R.	FR.	WS.	Disk.
Fiat	2	137	60	P895x135	P895x135	4-2.95x5.11	L.	4	He.	Pre.	Pu.	Own.	P.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Wo.	R.	R.	WS.	Disk.
Fiat	26-P	177	63	P955x155	P955x155x2	6-2.95x5.11	L.	6	He.	Pre.	Pu.	Own.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Wo.	R.	FR.	WS.	Disk.
Lancia	2	153	62	P895x135	P895x135x2	4-3.15x4 09	L.	4	Sp.	Pre.	Th.	Sol.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	FT.	R.	WS.	Disk.
Lancia	2½	171	66	P955x155	P955x155x2	4-4.33x5.11	L.	4	Sp.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	Sp.	T.	FR.	WS.	Disk.
Spa	3	177	62	P955x155	P955x155x2	4-3.93x5.51	L.	4	He.	Pre.	Pu.	Zen.	P.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	DR.	T.	FR.	WS.	Disk.
Spa	5	157	65	P1025x185	P1025x185x2	4-3.93x5.51	L.	4	He.	Pre.	Pu.	Zen.	P.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	DR.	T.	FR.	WS.	Disk.
GERMAN																										
Adler	1½	118	56	P30x5	P30x6	4-3.11x4.64	L.	4	Ch.	Pre.	Pu.	Sol.	V.	B.	Yes.	Yes.	Co.	Eng.	4	C.	Met.	Sp.	FR.	T.	SN.	Disk.
Adler	2½	161	5	8P875x175	P875x175d	4-3.94x5.91	L.	2	He.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Met.	DR.	T.	R.	SN.	CS.
Adler	3½	162	61	P875x175	P875x175d	4-4.33x6.13	L.	2	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Met.	DR.	T.	R.	SN.	CS.
Adler	5½	180	68	S930x120	S1050x150d	4-4.33x6.13	L.	2	Sp	Pre.	Pu.	Pal.	G.	M.	Opt.	Opt.	Co.	Eng.	4	R.	Met.	Ch.	T.	R.	SN.	CS.
Ansbach	5	239	69	P36x8	P36x8	6-3.70x6.61	L.	6	Ch.	Pre.	Pu.	May.	V.	MB.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	DR.	FR.	R.	SN.	CS.
Brennabor	¾	124	53	P820x120	P820x120	4-3.15x4.09	L.	4	Sp.	Pre.	Th.	Sol.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	FT.	R.	WS.	Wood.
Brennabor	1	152	53	P820x120	P820x120	4-3.15x4 09	L.	4	Sp.	Pre.	Th.	Sol.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	FT.	R.	WS.	Wood.
Buessing	4	173	62	P970x130	P38x7	4-4.92x6.30	I.	2	Sp.	Pre.	Pu.	Own.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Fab°.	DR.	T.	TR.	WS.	CS.
Buessing	4	173	62	P970x130	P38x7	6-4.33x5.91	I.	2	Sp.	Pre.	Pu.	Own.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Fab°.	DR.	T.	TR.	WS.	CS.
Buessing	7	204	66	E985x150	E1000x175	4-4.92x6.30	I.	2	Sp.	Pre.	Pu.	Own.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Fab°.	DR.	T.	TR.	WS.	CS.
Buessing	7	204	66	E985x150	E1000x175	6-4.33x5.91	I.	2	Sp.	Pre.	Pu.	Own.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Fab°.	DR.	T.	TR.	WS.	CS.
Buessing 6-wheel	7½	265	67	P42x9	P42x9	4-4.92x6.30	I.	2	Sp.	Pre.	Pu.	Own.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	R.	TR.	WS.	CS.
Buessing 6-wheel	7½	265	67	P42x9	P42x9	6-4.33x5.91	I.	2	Sp.	Pre.	Pu.	Own.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	R.	TR.	WS.	CS.
Daag	3	168	63	P36x6	P36x6d	4-4.33x6.30	I.	4	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	FR.	TR.	WS.	Disk.
Daag	4	176	65	P38x7	P38x7d	4-4.72x6.30	I.	4	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	FR	TR.	WS.	Disk.
Daag	5	176	65	S885x150	S1000x175d	4-4.72x6.30	I.	4	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	FR.	TR.	WS.	Disk.
Daimler-Benz	4	214	67	P40x8	P40x8	4-4.72x6.30	I.	2	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	T.	R.	SN.	CS.
Daimler-Benz	2½	151	63	P40x8	P40x8	4-4.72x6.30	I.	2	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	T.	R.	SN.	CS.
Daimler-Benz	5	212	61	S930x140	S1050x160d	4-4.72x6.30	I.	2	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	T.	R.	SN.	CS.
Daimler-Benz	4½	173	63	S930x140	S1050x160d	4-4.72x6.30	I.	2	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	T.	R.	SN.	CS.
Daimler-Benz	¾	127	53	P895x150	P895x150	4-3.15x5.12	L.	4	Ch.	Pre.	Th.	Zen.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Fab°.	St.	T.	R.	SN.	Wood.
Daimler-Benz	1	138	56	P33x5	P33x5	4-3.74x5.12	L.	4	Sp.	Pre.	Pu.	Pal.	G.	B.	Yes.	Yes.	SP.	Eng.	3	C.	Fab.	St.	FR	R.	SN.	CS.
Daimler-Benz	2	157	66	P36x6	P36x6d	4-4.13x6 50	L.	4	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	St.	FR.	†R.	SN.	CS.
Daimler-Benz	5	177	70	P40x8	P40x8d	4-4.72x7.08	L.	2	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	St.	FR.	†R.	SN.	CS.
Dixi	2½	149	61	P975x175	P975x175	4-4.33x6.53	L.	2	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	T.	R.	SN.	Disk.
Dixi	3½	157	60	S930x120	S1030x150d	4-4.33x6.53	L.	2	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	T.	R.	SN.	Disk.
Duerkopp	2½	154	59	P32x6	P32x6d	4-3.97x5.12	L.	4	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Fab°.	St.	T.	R.	WS.	Disk.
Duerkopp	¾	128	55	P32x6	P32x6	4-3.58x3.94	L.	4	He.	Pre.	Th.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	T.	R.	WS.	Wire.
Duerkopp	1½	140	55	P34x7	P36x8	4-3.54x5.12	L.	4	He.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	T.	R.	WS.	Disk.
Elite-Ronneburg	2½	140	60	E860x130	E860x130d	4-3.94x6.30	L.	2	He.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	T.	R.	WW.	Wood.
Elite-Ronneburg	3	157	65	E860x130	E860x130d	4-4.33x6.30	L.	2	He.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	T.	R.	WW.	Wood.
Faun	2½	149	61	P34x7	P36x8	4-4 57x5.91	L.	4	Sp.	Pre.	Pu.	Pal.	V.	M.	No.	No.	MD.	Sep.	4	R.	Met.	WW.	T.	R.	SN.	CS.
Faun	3½	161	61	S930x120	S930x140d	4-4 57x5.91	L.	4	Sp.	Pre.	Pu.	Sol.	V.	M.	No.	No.	MD.	Sep.	4	R.	Met.	WW.	T.	R.	SN.	CS.
Faun	5	167	65	E985x150	E1000x175d	4-4.72x5.91	L.	4	Sp.	Pre.	Pu.	Var.	V.	M.	Yes.	Yes.	MD.	Sep.	4	R.	Met.	DR.	T.	R.	SN.	CS.
Frankfurter	5	157	66	E985x150	E1030x320	4-5.12x6.68	L.	4	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	FR	R.	WS.	CS.
Fuchs (6-wheel pivot trailer unit)	10	157°	61	E880x140	E950x170	4-4 53x6.30	I.	4	Be.	Pre.	Pu.	Pal.	G.	M.	Yes.	Yes.	Co.	Eng.	8	C.	Met.	Ch.	T.	FR.	SN.	CS.
Goossens	5	165	66	S930x140	S950x160	4-4.72x7.09	L.	2	Be.	Pre.	Pu.	BMW.	G.	M.	Yes.	Yes.	MD.	Sep.	4	SW.	Met.	Ch.	T.	†R.	WS.	Disk
Hansa-Lloyd	2	136	55	P32x6	P34x7	4-3.54x5.51	L.	4	Sp.	Pre.	Th.	Pal.	G.	M.	Yes.	Yes.	MD.	Sep.	4	C.	Fab.	St.	T.	R.	SN.	CS.
Henschel	3	169	67	P38x7	P38x7d	4-4.53x6.30	I.	4	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Sep.	4	R.	Fab.	St.	T.	TR.	WS.	CS.
Henschel	3	197	67	P38x7	P38x7d	4-3.72x6.30	I.	4	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Sep.	4	R.	Fab.	St.	T.	TR.	WS.	CS.
Henschel	5	173	70	E985x150	E1000x175d	4-4.72x6.30	I.	4	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Sep.	4	R.	Fab.	St.	T.	TR.	WS.	CS.
Herculus	1½	147	55	P810x150	P860x180	4-3.30x5.12	L.	4	Sp.	Pre.	Pu.	Pal.	G.	M.	Yes.	Yes.	Co.	Sep.	3	R.	Met.	DR.	T.	R.	WW.	Woo.
Hille	3	159	60	S930x120	S1030x140d	4-4.33x6.10	I.	4	Be.	Pre.	Pu.	Zen.	P.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	T.	R.	SN.	CS. d.
Hille	5	173	61	S830x140	S1050x160d	4-5.12x6.10	F.	2	Ch.	Pre.	Pu.	Zen.	P.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	Ch.	T.	R.	SN.	CS.

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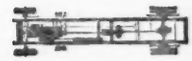
Continental Gasoline Trucks—Continued

MAKE AND MODEL	GENERAL INFORMATION					ENGINE									ELECTRICAL SYSTEM			TRANSMISSION					RUNNING GEAR			
				Tire Size and Type								Fuel System							Gearset				Brakes			
	Tons Capacity	Wheelbase (In.)	Track (In.)	Front (m.m. or inches)	Rear (m.m or inches)	No. of Cylinders Bore and Stroke	Valve Arrangement	Cyls. Cast in One Block	Camshaft Drive	Oiling System	Water Circulation	Carburetor Make	Fuel Feed	Current Source	Starter Fitted?	Generator Fitted?	Clutch Type	Location	No. Fwd. Speeds	Position of Lever	Universal Joints	Final Drive	Foot Type and Location	Hand Type and Location	Steering Gear Type	Wheels Type
Komnick	1	136	55	P820x120	P820x120	4-3.07x4.25	I.	4	Be.	Pre.	Pu.	Sol.	G.	M.	Yes.	Yes.	SP.	Sep.	3	C.	Met.	St.	T.	R.	WS.	CS.
Komnick	2	151	65	P32x6	P32x6	4-4.33x6.10	I.	4	Be.	Pre.	Pu.	Sol.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	R.	R.	SN.	CS.
Komnick	4	166	62	P38x7	P38x7	4-4.33x6.10	I.	4	Be.	Pre.	Pu.	Sol.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	R.	R.	SN.	CS.
Komnick	5	174	62	S930x140	S1050x160	4-4.33x6.10	I.	4	Be.	Pre.	Pu.	Sol.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	Ch.	R.	R.	SN.	CS.
Komnick	5	161	67	S950x160	S1050x160	6-3.94x5.91	L.	6	Sp.	Spl.	Pu.	Sol.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	R.	R.	SN.	CS.
Krupp	2	141	57	P875x175	P975x225	4-3.54x6.30	I.	4	Sp.	Pre.	Pu.	Pal.	G.	M.	Yes.	Yes.	Co.	Sep.	3	C.	Met.	St.	R.	R.	WS.	Disk.
Krupp	3	197	65	P37x7	P37x7	4-3.54x6.30	I.	4	Sp.	Pre.	Pu.	Pal.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	St.	FR.	R.	WS.	Disk.
Krupp 6-wheel	2	175	57	P37x7	P37x7	4-3.54x6.30	I.	4	Sp.	Pre.	Pu.	Pal.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	DR.	R.	R.	WS.	Disk.
Krupp	5	173	65	E985x150	E1030x150	4-4.72x6.30	L.	2	Sp.	Pre.	Pu.	Pal.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR°	T.	R.	SN.	Disk.
Ley	1½	140	53	P875x175	P875x175	4-3.42x5.12	L.	4	He.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Met.	St.	FR.	R.	WS.	HS.
Magdeburger	2½	197	66	P36x6	P36x6d	4-3.58x5.51	I.	4	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Eng.	4	C.	Met.	DR.	FR.	R.	WS.	Disk.
Magirus	1½	153	61	P32x6	P36x8	4-3.94x5.91	L.	4	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Sep.	4	C.	Met.	St.	T.	R.	SN.	HS.
Magirus	2½	153	61	P34x7	P34x7d	4-3.94x5.91	L.	4	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Sep.	4	C.	Met.	St.	T.	R.	SN.	HS.
M. A. N.	2½	151	61	P36x6	P36x6d	4-4.53x7.09	I.	4	Sp.	Spl.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Eng.	4	R.	Met.	DR.	T.	R.	WS.	CS.
M. A. N.	3½	165	63	P38x7	P38x7	4-4.53x7.09	I.	4	Sp.	Spl.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Eng.	4	R.	Met.	DR.	T.	R.	WS.	CS.
M. A. N.	5	177	62	E985x150	E1000x170d	4-4.53x7.09	I.	4	Sp.	Spl.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Eng.	4	R.	Met.	DR.	T.	R.	WS.	CS.
Mannesmann-Mulag	4	153	69	E1060x140	E1065x150d	4-4.92x5.91	L.	2	Sp.	Pre.	Pu.	Mec.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	.....	Ch.	T.	R.	WS.	Disk.
Mannesmann-Mulag	4	157	69	E1060x140	E1065x150d	4-4.92x5.91	L.	2	Sp.	Pre.	Pu.	Mec.	G.	M.	Yes.	Yes.	SP.	Sep.	4	R.	Met.	DR.	TF.	R.	WS.	Disk.
Mannesmann-Mulag	5	161	69	E1065x150	E1080x170d	4-4.92x5.91	L.	2	Sp.	Pre.	Pu.	Mec.	G.	M.	Yes.	Yes.	SP.	Sep.	4	R.	Met.	DR.	TF.	R.	WS.	Disk.
Mannesmann-Mulag	5	163	69	E1065x150	E1080x170d	4-4.92x5.91	L.	2	Sp.	Pre.	Pu.	Mec.	G.	M.	Yes.	Yes.	SP.	Sep.	4	R.	.....	Ch.	TF.	R.	WS.	Disk.
Nacke	2½	149	65	P36x6	P36x6d	4-4.25x6.30	L.	2	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	5	R.	Fab.	Wo.	T.	R.	SN.	Disk.
Nacke	3½	157	66	E970x130	E1065x150d	4-4.25x6.30	L.	2	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	5	R.	Fab.	Wo.	T.	R.	SN.	CS.
Nacke	4½	169	66	E985x150	E1080x175d	4-4.92x6.30	L.	2	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	5	R.	Fab.	Wo.	T.	R.	SN.	CS.
N. A. G.	1	149	53	P835x135	P30x6	4-3.07x5.35	I.	4	Sp.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	FR.	R.	SN.	Disk.
N. A. G.	3	157	64	E970x130	E1060x140d	4-4.72x6.68	I.	2	Sp.	Pre.	Pu.	Pal.	G.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Met°	DR.	T.	R.	SN.	CS.
N. A. G. *	5	236	68	E1000x170	E1080x170d	4-5.31x6.68	I.	2	Sp.	Pre.	Pu.	Pal.	G.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Met°	DR.	T.	R.	SN.	CS.
N. S. U.	¾	124	49	P820x120	P820x120	4-3.06x4.33	L.	4	Sp.	Pre.	Th.	Zen.	V.	M.	Yes.	Yes.	MD.	Sep.	4	R.	Met.	St.	R.	T.	SN.	Wood.
Opel	¼	100	46	P715x115	P715x115	4-2.36x3.54	L.	4	Sp.	Pre.	Th.	Sol.	G.	B.	Yes.	Yes.	SP.	Eng.	3	C.	Fab°	St.	FR.	T.	WS.	Disk.
Opel	1	132	56	P775x145	P30x5	4-3.50x4.13	L.	4	Sp.	Pre.	Th.	Sol.	P.	B.	Yes.	Yes.	MD.	Eng.	3	C.	Met°	St.	FR.	T.	WS.	Disk.
Phaenomen, 3-wheel	¾	110	53	P730x130	P730x110	4-2.91x3.54	L.	1	Sp.	Spl.	Air	Sol.	P.	M.	No.	Yes.	Co.	Eng.	2	SW.	No.	Ch.	R.	R.	SB.	Wire.
Presto	¾	122	56	P820x120	P820x120	4-3.07x4.84	L.	4	Sp.	Pre.	Th.	Zen.	V.	M.	Yes.	Yes.	MD.	Sep.	4	R.	Met.	St.	R.	R.	SN.	HS.
Protos	¾	138	53	P825x175	P825x175	4-3.15x5.12	I.	4	Ch.	Pre.	Th.	Zen.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	FR.	R.	WS.	HS.
Stoewer	3½	161	60	E960x130	E1050x150d	4-4.33x5.91	L.	2	Sp.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	T.	R.	WS.	CS.
Vomag	3	151	63	S930x120	S930x140d	4-4.53x6.30	L.	2	Sp.	Pre.	Pu.	Zen.	G.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Met.	DR.	T.	R.	SN.	Disk.
Vomag	4	158	63	E985x150	E985x150d	4-4.53x7.09	I.	4	Sp.	Pre.	Pu.	Zen.	G.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Fab°	DR.	T.	R.	SN.	Wood.
Vomag	5	197	63	E985x150	E985x150d	4-4.53x7.09	I.	4	Sp.	Pre.	Pu.	Zen.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Fab°	DR.	T.	R.	SN.	CS.
Vomag	7	220	63	S950x160	E950x160d	4-4.53x7.09	I.	4	Sp.	Pre.	Pu.	Zen.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	Ch.	T.	R.	SN.	CS.
Wumag 6-wheel	3	°138	57	P820x120	P825x175	4-3.15x5.12	I.	4	Sp.	Pre.	Th.	Zen.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	T.	T.	WS.	HS.
Wuga 6-wheel	10	°130	70	E880x170	E1000x170	4-4.72x7.09	I.	2	Bev	Pre.	Pu.	BMW.	G.	M.	Yes.	Yes.	MD.	Sep.	4	SW.	Met°	Ch.	T.	R.	WS.	Disk.
AUSTRIAN																										
Austrian Autom. Works (form. Austro-Fiat)	2	141	53	P820x120	P820x120d	4-3.32x4.33	L.	4	Sp.	Pre.	Th.	Zen.	G.	M.	Yes.	Yes.	SP.	Sep.	4	C.	Met.	St.	R.	R.	WS.	Disk.
Austro-Saurer	2	149	59	P895x135	P30x5d	4-3.94x5.91	I.	4	Sp.	Spl.	Pu.	Own.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	St.	FR.	R.	WS.	Disk.
Austro-Saurer	3	151	61	P30x6	P30x6d	4-4.33x6.30	L.	2	Sp.	Spl.	Pu.	Own.	P.	M.	Yes.	Yes.	Co.	Eng.	4	R.	Met.	St.	T.	R.	WS.	Disk.
Austro-Saurer	5	159	62	P38x7	P38x7d	4-4.72x7.09	L.	2	Sp.	Spl.	Pu.	Own.	P.	M.	Yes.	Yes.	Co.	Eng.	4	R.	Met.	St.	T.	TR.	WS.	Disk.
Perl	2	134	60	P775x145	P775x145d	6-2.74x4.72	L.	6	Ch.	Spl.	Pu.	Opt.	G.	M.	Yes.	Yes.	SP.	Eng.	3	C.	Fab.	St.	FR.	R.	SN.	Disk.
Perl	4	157	65	P1085x185	P1085x185d	4-4.53x6.30	L.	2	Sp.	Pre.	Pu.	Sol.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	T.	R.	WS.	Disk.
Steyr	1	130	50	P30x5.25	P30x5.25d	6-2.42x3.46	I.	6	Ch.	Pre.	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	St.	FR.	R.	SN.	Disk.
Steyr	2½	145	58	P955x155	P955x155	6-3.15x4.33	I.	6	Be.	Pre.	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met°	Sp.	R.	.....	WS.	Disk.
CZECHO-SLOVAKIAN																										
Skoda	2	122	63	P895x135	P895x135d	4-3.94x5.91	L.	4	He.	Pre.	Pu.	Zen.	V.	M.	No.	Yes	MD.	Sep.	4	R.	Fab.	DR.	T.	R.	SN.	Disk.
Skoda	4	157	55	S920x120	S920x140d	4-4.31x5.91	L.	4	He.	Pre.	Pu.	Zen.	P.	M.	No.	No.	MD.	Sep.	4	R.	Fab.	DR.	T.	R.	SN.	CS.

British Trucks

MAKE OF TRUCK	GENERAL						ENGINE										TRANSMISSION					REAR AXLE			MISCELLANEOUS			
				Tires									Fuel System		Electrical System			Gearset							Brakes Type & Location			
	Load Capacity Long Tons	Wheelbase (Ins.)	Track (Ins.)	Type	Front (Ins.)	Rear (Ins.)	§Bore and Stroke (Ins.)	Valve Arrangement	Cyl. Cast Together	Camshaft Drive	Water Circulation	Oiling System	Carburetor Make	Fuel Feed	Current Source	Generator Fitted?	Starter Fitted?	Clutch Type	Location	No. Forw'd Speeds	Control Lever Location	Universals	Type	Final Drive	Gear Ratio	Hand	Foot	Steering Gear Type	Wheels Type
A. D. C.	2½	138	61	S.	36x4	36x4d	4.00x5.50	L.	4	He.	Th.	SpPr.	Zen.	G.	M.	Yes.	No.	Co.	Sep.	4	C.	Met°	F.F	Wo.	7.2	I. T.	I. R.	W.W	W.C.S.
A. D. C. *	5-6	150	74	S.	40x5½	40x5½d	4.72x5.90	L.	2	Ch.	Pu.	SpPr.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Fab.	F.F	Wo.	8.2	I. R.	I. R.	W.W	W.C.S.
Albion	1¼	129	61	S.	32x4	32x3½d	3.90x5.00	L.	4	He.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	S.P.	Sep.	4	R.	Met.	F.F	Wo.	5.7	I. R.	E. T.	W.S.	W.C.S.
Albion	1½	135	63	P.	34x7	34x7	3.90x5.00	L.	4	He.	Pu.	PrCs.	Zen.	G.	M.	Yes.	No.	S.P.	Sep.	4	R.	Met.	F.F	Wo.	5.7	I. R.	E. T.	W.S.	Disk.
Albion	2	141	61	S.	32x4	32x4d	3.90x5.00	L.	4	He.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	S.P.	Sep.	4	R.	Met.	F.F	Wo.	6.2	I. R.	E. T.	W.S.	W.C.S.
Albion	3	156	62	P.	34x7	34x7d	4.30x4.75	L.	4	He.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	S.P.	Sep.	4	R.	Met.	F.F	Wo.	7.0	I. R.	I. F.	W.S.	Disk.
Albion *	4	133	70	S.	34x4	34x5½d	4.50x5.00	L.	4	He.	Pu.	Spec.	Zen.	G.	M.	Ex.	No.	S.P.	Sep.	3	R.	.....	Dd.	Ch.	.....	I. R.	E. T.	W.S.	W.C.S.
Austin	½	75	40	P.	26x3½	26x3½	2.20x3.00	L.	4	He.	Th.	Spec.	Zen.	G.	M.	Yes.	Yes.	S.P.	Eng.	3	C.	Met°	¾F.	S.B.	4.9	I. F.	I. R.	W.W	Wire.
Austin	½	112	52	P.	32x4¾	32x4¾	2.83x4.50	L.	4	Ch.	Pu.	PrCs.	Zen.	V.	M.	Yes.	Yes.	S.P.	Eng.	4	C.	Met.	¾F.	S.B.	5.1	E. T.	I. F.	W.W	H.S.
Austin	¾	130	56	P.	33x5¼	33x5¼	3.75x5.00	L.	4	Ch.	Pu.	PrCs.	Zen.	V.	M.	Yes.	Yes.	S.P.	Eng.	4	C.	Met.	¾F.	S.B.	4.6	E. T.	I. F.	W.W	H.S.
Bean	1¼	126	56	P.	33x5	33x5	2.95x5.31	L.	4	Ch.	Pu.	PrCs.	Smi.	G.	M.	Yes.	Ex.	M.D	Eng.	4	R.	Met.	½F.	S.B.	6.1	I. R.	I. R.	W.W	H.S.
Beardmore	¾	126	55	P.	32x4¾	32x4¾	3.12x4.75	L.	4	Ch.	Pu.	PrCs.	Zen.	G.	M.	Yes.	Ex.	Co.	Sep.	4	R.	Fab.	F.F	S.B.	4.8	I. R.	I. R.	W.W	H.S.
Beardmore	1½	138	55	P.	36x5¼	36x5¼	3.12x4.75	L.	4	Ch.	Pu.	PrCs.	Zen.	G.	M.	Yes.	Ex.	Co.	Sep.	4	R.	Fab.	F.F	Wo.	6.4	I. R.	I. R.	W.W	Disk.
Bristol	2	150	64	P.	34x7	34x7	4.00x5.00	L.	4	Ch.	Th.	SpPr.	Cla.	V.	M.	Yes.	No.	S.P.	Sep.	4	C.	Fab.	½F.	Wo.	7.0	I. R.	E. T.	S.N.	Disk.
Bristol *	4	192	76	S.	40x4¾	40x4½d	4.50x5.75	L.	2	Ch.	Th.	SpPr.	Cla.	V.	M.	Yes.	No.	S.P.	Sep.	4	C.	Met.	½F.	Wo.	7.4	I. R.	E. T.	S.N.	H.C.S.
Caledon	2	168	72	P.	34x7	34x7	3.93x5.51	L.	4	He.	Pu.	PrCs.	....	G.	M.	Yes.	No.	S.P.	Eng.	4	C.	Fab.	F.F	Wo.	6.7	I. R.	E. T.	W.S.	Disk.
Caledon	3	171	78	S.	36x4¾	36x4¾d	4.33x5.51	L.	2	He.	Pu.	PrCs.	....	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	F.F	Wo.	7.2	I. R.	E. T.	W.S.	H.C.S.
Caledon	5	171	78	S.	36x4¾	36x4¾d	4.72x5.51	L.	4	He.	Pu.	PrCs.	....	G.	M.	Ex.	No.	Co.	Sep.	4	R.	.....	Dd.	Ch.	8.0	I. R.	E. T.	W.S.	H.C.S.
Caledon	7	172	74	S.	36x5½	36x5½d	5.00x6.50	L.	4	He.	Pu.	PrCs.	....	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	F.F	Wo.	.....	I. R.	E. T.	W.S.	H.C.S.
Caledon	8	223	62	S.	36x4¾	36x4¾d	4.72x5.51	L.	4	He.	Pu.	PrCs.	....	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	F.F	Wo.	.....	I. R.	E. T.	W.S.	6-H.C.S.
Caledon	12	219	62	S.	36x5½	36x5½d	5.00x6.50	L.	4	He.	Pu.	PrCs.	....	G.	M.	Ex.	No.	Co.	Sep.	4	R.	.....	Dd.	Ch.	.....	I. R.	E. T.	W.S.	6-H.C.S.
Clyde	2	123	57	C.	34x4¾	34x4¾d	3.75x5.17	L.	4	He.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	M.D	Eng.	3	C.	Met.	½F.	Wo.	6.5	I. R.	I. R.	W.S.	H.S.

British Trucks—Continued



MAKE OF TRUCK	GENERAL						ENGINE									TRANSMISSION				REAR AXLE			MISCELLANEOUS			
				Tires									Fuel System		Electrical System			Gearset						Brakes Type & Location			
	Load Capacity Long Tons	Wheelbase (Ins.)	Track (Ins.)	Type	Front (Ins.)	Rear (Ins.)	§Bore and Stroke (Ins.)	Valve Arrangement	Cyl. Cast Together	Camshaft Drive	Water Circulation	Oiling System	Carburetor Make	Fuel Feed	Current Source	Generator Fitted?	Starter Fitted?	Clutch Type	Location	No. Forw'd Speeds	Control Lever	Universals	Type	Final Drive	Gear Ratio	Hand	Foot	Steering Gear Type	Wheels Type
Clyde (6 Cyl.)	2½	198	68	P...	36x6	36x6d	3.34x4.50	L..	6	He..	Pu..	PrCs.	Zen.	V..	M..	Yes.	No.	M.D	Eng..	3	C...	Met..	F.F.	Wo.	6.0	I. R..	I. F..	W.S..	Disk...
Clyde	3	168	63	S...	36x4¾	36x4¾d	4.37x5.50	L..	2	He..	Pu..	PrCs.	Zen.	G..	M..	Ex..	No..	Co.	Sep..	4	R...	Fab..	½F.	Wo.	7.2	I. R..	E. T.	W.S..	H.C.S...
Clyde	4	183	63	S...	36x4¾	36x4¾d	4.72x5.50	L..	2	He..	Pu..	PrCs.	Zen.	G..	M..	Ex..	No..	Co.	Sep..	4	R...	Fab..	½F.	Wo.	8.0	I. R..	E. T.	W.S.	H.C.S...
Commer	2	132	66	P...	32x6	32x6d	3.93x4.72	L..	2	Sp..	Th..	Spl..	Zen.	G..	M..	Ex..	No..	Co.	Sep..	3	R...	Met..	F.F.	Wo.	7.3	I. R..	E. T.	W.S..	H.C.S...
Commer	3	147	70	S...	36x4	36x4d	4.50x5.51	L..	2	Sp..	Th..	Spl..	Cla.	G..	M..	Ex..	No..	Co.	Sep..	4	R...	Met..	F.F.	Wo.	6.7	I. R..	E. T.	W.S..	H.C.S...
Commer	4	159	70	S...	36x4¾	36x5½d	4.72x5.51	L..	2	Sp..	Th..	Spl..	Cla.	G..	M..	Ex..	No..	Co.	Sep..	4	R...	Met..	F.F.	Wo.	7.6	I. R..	E. T.	W.S..	H.C.S...
Commer	6	159	74	S...	36x5½	40x6¼d	4.72x5.51	L..	2	Sp..	Th..	Spl..	Cla.	G..	M..	Ex..	No..	Co.	Sep..	4	R...	.....	Dd..	Ch.	9.3	I. R..	E. T.	W.S..	H.C.S...
Crossley	1	125	56	P...	32x4½	32x4½	3.17x4.75	L..	4	Ch..	Th..	PrCs.	Sol..	G..	M..	Yes.	Yes.	S.P.	Eng..	4	R...	Fab..	F.F.	Wo.	6.5	I. R..	I. F..	W. W	H.S.....
Crossley	1½	136	59	C...	34x4	34x8	4.00x5.50	L..	2	Ch..	Pu..	PrCs.	Zen.	G..	M..	Ex..	Ex..	Co.	Sep..	4	R...	Fab..	F.F.	Wo.	7.0	E. T.	I. F..	W. W	W.C.S...
C. W. S.	2	136	62	C...	32x4½	32x4½	3.74x5.51	L..	4	Ch..	Pu..	PrCs.	Zen.	G..	M..	Yes.	No..	Co.	Sep..	4	C...	Fab..	F.F.	Wo.	6.7	I. R..	E. T.	W. W	H.C.S...
C. W. S.	2½	144	62	C...	34x4¾	32x4¾	3.93x5.51	L..	4	Ch..	Pu..	PrCs.	Zen.	G..	M..	Yes.	No..	Co.	Sep..	4	C...	Fab..	F.F.	Wo.	7.5	I. R..	E. T.	W. W	H.C.S...
Dennis	1½	132	56	C...	34x4½	34x5½	3.34x4.72	L..	4	He..	Pu..	PrCs.	Cla.	G..	M..	Yes.	No..	Co.	Eng..	4	R...	Met..	F.F.	Wo.	6.7	I. R..	I. R..	W. W	H.C.S...
Dennis	2½	180	62	S...	34x4	36x4d	3.93x5.90	L..	4	He..	Pu..	PrCs.	Cla.	G..	M..	Yes.	No..	Co.	Sep..	4	R...	Met..	F.F.	Wo.	6.7	I. R..	E. T.	W. W	H.C.S...
Dennis	4–6	175	66	S...	36x5	38x5d	4.33x5.90	L..	4	He..	Pu..	PrCs.	Cla.	G..	M..	Yes.	No..	Co.	Sep..	4	R...	Met..	F.F.	Wo.	7.7	I. R..	E. T.	W. W	H.C.S...
Galloway	½	114	56	P...	28x5	28x5	2.75x4.3	I..	4	Ch..	Pu..	PrCs.	....	V..	M..	Yes.	Yes.	S.P.	Eng..	4	R...	Met..	F.F.	S.B.	4.9	I. R..	I. F..	W. W	H.S.....
Garner	2½	132	63	S...	36x4	36x4d	3.93x5.51	L..	4	Ch..	Pu..	PrCs.	Zen.	G..	M..	Ex..	No..	M.D	Eng..	4	C...	Fab..	F.F.	Wo.	7.0	I. R..	I. R..	Cam.	Disk....
Gilford	2½	135	61	.....	.....	.....	4.00x5.00	L..	4	He..	Pu..	PrCs.	Zen.	G..	M..	Ex..	No..	M.D	Eng..	4	C...	Met..	½F.	Wo.	7.1	I. R..	I. R..	W. W	Disk....
Guy	1	125	56	P...	32x4¼	32x4¼	3.34x4.72	L..	4	Ch..	Th..	SpPr.	Zen.	G..	M..	Yes.	Yes.	D.P	Eng..	4	R...	Fab..	F.F	S.B.	5.5	I. R..	I. R..	W. W	Disk....
Guy	1½	138	63	P...	32x4¾	32x4¾d	3.46x4.72	L..	4	Ch..	Pu..	SpPr.	Zen.	G..	M..	Ex..	Ex..	Co.	Eng..	4	R...	Fab..	F.F	Wo.	6.6	I. R..	I. R..	W. W	Disk....
Guy	2	152	63	S...	34x3½	.....	4.00x5.50	L..	4	Ch..	Pu..	SpPr.	Zen.	G..	M..	Ex..	Ex..	Co.	Sep..	4	R...	Fab..	F.F.	D.R	6.3	I. R..	I. T..	W. W	H.C.S...
Guy	3	172	63	S...	36x4½	36x4½d	4.00x5.50	L..	4	Ch..	Pu..	SpPr.	Zen.	G..	M..	Ex..	Ex..	Co.	Sep..	4	R...	Met..	F.F.	D.R	8.6	I. R..	I. T..	W. W	H.C.S...
Halley	2	132	60	P...	34x7	34x7	3.75x5.00	L..	4	Ch..	Pu..	SpPr.	Zen.	G..	M..	Ex..	Ex..	S.P	Eng..	4	C...	Met..	F.F.	Wo.	6.5	I. R..	I. R..	W. W	Disk....
Halley	2½	144	64	P...	32x6	32x6d	3.85x5.00	L..	4	Ch..	Pu..	SpPr.	Zen.	G..	M..	Ex..	Ex..	S.P	Eng..	4	C...	Met..	½F.	Wo.	7.0	I. R..	I. R..	W. W	H.C.S...
Halley (6 Cyl.)	3½	160	66	S...	34x4¾	34x4¾d	3.50x6.00	L..	3	Ch..	Pu..	SpPr.	Zen.	G..	M..	Ex..	No..	S.P.	Sep..	4	R...	Fab..	½F.	Wo.	7.6	I. R..	E. T.	W. W	H.C.S...
Halley	6	186	67	S...	34x4¾	40x5½d	5.00x6.50	L..	2	Sp..	Pu..	SpPr.	Zen.	G..	M..	Ex..	No..	S.P.	Sep..	4	R...	Met..	F.F.	Wo.	7.6	I. R..	E. T.	W.S..	W.C.S..
Gowett (2 Cyl.)	¼	102	45	B...	27x4½	27x4½	2.98x4.00	L..	1	Sp..	Th..	PrCs.	Zen.	G..	B..	Yes.	Yes.	Co.	Eng..	3	R...	Fab..	½F.	S.B.	4.6	E. R.	E. T.	Spur.	H.S.....
Karrier	1¼	126	56	P...	33x5	33x5	3.37x5.00	L..	4	He..	Pu..	SpPr.	Zen.	G..	M..	Ex..	No..	S.P.	Eng..	4	R...	Fab..	F.F	Wo.	7.2	I. R..	E. T.	Pla..	Disk....
Karrier	2	150	56	P...	34x7	34x7	3.75x5.50	L..	4	Ch..	Pu..	PrCs.	Zen.	G..	M..	Ex..	No..	Co.	Sep..	4	R...	Met..	F.F	Wo.	7.0	I. R..	E. T.	W. W	Disk....
Karrier	3	156	60	S...	36x4¾	36x4¾d	3.93x5.50	L..	2	Ch..	Pu..	PrCs.	Zen.	G..	M..	Ex..	No..	Co.	Sep..	4	R...	Met..	F.F.	Wo.	7.0	I. R..	E. T.	W. W	Disk....
Karrier	4	168	68	S...	36x4¾	40x4¾d	4.50x5.00	L..	2	Ch..	Pu..	SpPr.	Zen.	G..	M..	Ex..	No..	Co.	Sep..	4	R...	Met..	F.F.	Wo.	7.0	I. R..	E. T.	W. W	Disk....
Karrier	5	180	70	S...	36x5	40x5d	4.50x6.00	L..	2	Ch..	Pu..	SpPr.	Zen.	G..	M..	Ex..	No..	Co.	Sep..	4	R...	Met..	F.F.	D.R	8.2	I. R..	E. T.	W. W	Disk....
Karrier	6	180	70	S...	36x5	40x5d	5.00x6.00	L..	2	Ch..	Pu..	SpPr.	Zen.	G..	M..	Ex..	No..	Co.	Sep..	4	R...	Met..	F.F.	D.R	8.9	I. R..	E. T.	W. W	H.C.S...
Karrier	3	150	60	P...	32x6	32x6	3.93x5.50	L..	2	Ch..	Pu..	PrCs.	Zen.	G..	M..	Ex..	No..	Co.	Sep..	8	R...	Met..	F.F.	Wo.	7.2	I. R..	I. F..	W. W	6-H.C.S.
Lacre	1¾	126	59	S...	34x4	34x3½d	4.33x5.00	L..	2	Sp..	Pu..	PrCs.	Zen.	G..	M..	Ex..	No..	Co.	Sep..	3	R...	.....	Dd..	Ch.	.....	I. R..	E. T.	W.S..	W.C.S...
Lacre	2½	144	59	S...	34x4	34x4d	4.88x5.00	L..	2	Sp..	Pu..	PrCs.	Zen.	G..	M..	Ex..	No..	Co.	Sep..	3	R...	.....	Dd..	Ch.	.....	I. R..	E. T.	W.S..	W.C.S...
Lacre	5	162	67	S...	36x4¾	40x4¾d	4.88x5.00	L..	2	Sp..	Pu..	PrCs.	Zen.	G..	M..	Ex..	No..	Co.	Sep..	4	R...	Met..	Dd..	I. G.	.....	I. R..	I. R..	W.S..	W.C.S...
Leyland	2	141	66	P...	36x6	36x6d	4.50x5.00	L..	2	He..	Pu..	PrCs.	Cla.	G..	M..	Ex..	No..	Co.	Sep..	4	R...	Met..	F.F	Wo.	7.0	I. R..	E. T.	W.S..	H.C.S...
Leyland	3–4	168	68	S...	40x5	40x5d...	4.62x6.00	L..	2	He..	Pu..	PrCs.	Cla.	G..	M..	Ex..	No..	Co.	Sep..	4	R...	Met..	F.F	D.R	7.25	I. R..	E. T.	W.S..	H.C.S...
Leyland	4–6	190	65	S...	40x6	40x6d	5.00x6.00	L..	2	He..	Pu..	PrCs.	Cla.	G..	M..	Ex..	No..	Co.	Sep..	4	R...	Met..	F.F.	D.R	7.25	I. R..	E.T	W.S..	H.C.S...
Low Deck	2½	144	57	S...	24x5	24x5	2.87x5.11	L..	4	He..	Th..	PrCs.	Zen.	G..	M..	Ex..	No..	S.P.	Sep..	4	C...	Fab.	F.F	Wo.	6.5	I. R..	I. F..	W. W	Disk....
Maudslay	4	162	66	S...	34x4¾	36x4¾d	4.50x6.00	I..	4	So..	Pu..	PrCs.	Zen.	V..	M..	Ex..	No..	Co.	Sep..	4	R...	Met..	F.F.	Wo.	7.7	I. R..	E. T.	W. W	H.C.S...
Maudslay*	5	162	66	S...	34x5	36x5d	4.50x6.00	I..	4	So..	Pu..	PrCs.	Zen.	V..	M..	Ex..	No..	Co.	Sep..	4	C...	Met.	F.F.	Wo	8.3	I. R..	E. T.	W. W	H.C.S...
Maudslay	6	186	66	S...	36x5½	40x5½d	4.75x6.00	I..	4	So..	Pu..	PrCs.	Zen.	V..	M..	Ex..	No..	Co.	Sep..	4	R...	Met..	F.F.	D.R	8 3	I. R..	E. T.	W. W	H.C.S...
Maudslay*	7–8	186	71	S...	36x6¼	40x46¼d	4.75x6.00	I..	4	So..	Pu..	PrCs.	Zen.	V..	M..	Ex..	No..	Co.	Sep..	4	C...	Met.	F.F.	D.R	8.3	I. R..	E. T.	W. W	H.C.S...
M. & D.	1¼	126	56	P...	33x5	33x5	3.14x4.72	I..	4	So..	Th..	Spl..	Cox.	V..	M..	Yes.	Yes.	S.P.	Eng..	4	C...	Met..	F.F.	Wo.	6.2	I. R..	I. F..	W. W	Disk....
McCurd	2½	180	66	P...	33x6	33x6d	4.00x6.00	L..	4	Ch..	Pu..	PrCs.	Zen.	V..	M..	Yes.	No..	Co.	Sep..	4	R...	Met..	F.F.	S.B.	6.5	E.T..	I. F..	W. W	Disk....
Morris	½	105	48	B...	27x4½	27x4½	2.73x4.00	L..	4	He..	Th..	SpPr.	Smi.	G..	M..	Yes.	Yes.	M.D	Eng..	3	C...	Met..	¾F.	S.B.	4.75	I. R..	I. F..	W. W	H.S.....
Morris	¾	114	56	P...	32x4	32x4	2.73x4.00	L..	4	He..	Th..	SpPr.	Smi.	G..	M..	Yes.	Ex..	M.D	Eng..	3	C...	Met..	¾F.	Wo	6.5	I. R..	I. R..	W. W	H.S.....
Morris	1	122	56	P...	32x4½	32x4½	2.95x4.00	L..	4	He..	Th..	SpPr.	Smi.	G..	M..	Yes.	Ex..	M.D	Eng..	3	C...	Met..	¾F.	Wo	7.2	I. R..	I. R..	W. W	H.S.....
Morris	1½	122	56	P...	32x6	32x6	3.14x4.92	L..	4	He..	Pu..	SpPr.	Smi.	G..	M..	Yes.	Yes.	S.P.	Eng..	4	C...	Met..	¾F.	Wo.	8.3	I. R..	I. R..	W. W	Disk....
Morris	1½	140	56	P...	32x4½	32x4½	3.14x4.92	L..	4	He..	Pu..	SpPr.	Smi.	G..	M..	Yes.	Yes.	S.P.	Eng..	4	C...	Met..	¾F.	Wo.	.....	I. R..	I. R..	W. W	6-Disk..
Morris	1½	....	56	P...	32x4½	Track...	3.14x4.92	L..	4	He..	Pu..	SpPr.	Smi.	G..	M..	Yes.	Yes.	S.P.	Eng..	4	C...	Fab.	¾F.	Wo.	.....	I. R..	I. R..	W. W	H.S.....
Pagefield	3½	162	69	S...	36x5½	36x5½d	4.72x5.50	L..	2	He..	Pu..	PrCs.	Zen.	G..	M..	Ex..	No..	Co.	Sep..	4	R...	Met..	F.F.	Wo.	6.2	E. R.	E. T.	W. W	Disk....
Pagefield	5	177	69	S...	36x5½	36x5½d	5.00x6.00	L..	2	He..	Pu..	PrCs.	Zen.	G..	M..	Ex..	No..	Co.	Sep..	4	R...	Met..	F.F.	D.R	7.8	I. R..	E. T.	W. W	W.C.S...
Scammell	TT.	120	64	S...	36x4	36x6d	5.00x5.50	I..	2	He..	Pu..	PrCs.	Cla.	G..	M..	Ex.	Ex.	Co.	Sep..	3	R...	.....	Dd..	Ch.	.....	I. R..	E. T.	W.S.	W.C.S...
S. D.*	2	Var.	50	S...	20x5	20x5	2.87x5.11	L..	4	....	Pu..	SpPr.	Opt.	G..	M..	Ex.	No..	S.P.	Sep..	3	C...	Met..	½F.	Wo.	Var.	I. T..	I. F..	.....	H.S.....
S. D.*	3	Var.	50	S...	20x5	20x5d	2.87x5.11	L..	4	....	Pu..	SpPr.	Opt.	G..	M..	Ex.	No..	S.P.	Sep..	3	C...	Met.	½F.	Wo.	Var.	I. T..	I. R..	.....	6-H.S...
Sheffiex	2	132	60	S...	32x3½	32x3½d	3.93x4.72	L..	2	He..	Th..	SpPr.	Cla.	G..	M..	Ex.	No..	Co.	Sep..	3	R...	Met.	F.F.	Wo	6.4	I. R..	E. T.	W. W	H.C.S...
Star	1	120	56	P...	33x4½	33x4½	2.87x5.11	L..	4	He..	Pu..	Spl..	Sol..	G..	M..	Yes.	No..	S.P	Eng..	4	C...	Fab.	½F	S.B.	6.0	I. R..	I. R..	W. W	H.C.S...
Star	2	132	61	P...	32x6	32x6	3.54x4.72	L..	4	He..	Pu..	Spl..	Sol..	G..	M..	Yes.	No..	S.P	Eng..	4	C...	Fab.	F.F	Wo.	7.7	I. R..	I. R..	W. W	Disk....
Talbot	1	133	57	P...	36x4¾	36x4¾d	4.00x5.50	L..	2	He..	Pu..	PrCs.	Zen.	V..	M..	Yes.	Yes.	Co.	Sep..	4	R...	Met..	F.F.	S.B.	4.0	I. R..	I. R..	W. W	Wood...
Tasker	1½	120	56	S...	32x3	32x3	3.14x5.11	L..	4	....	Pu..	SpPr.	Zen.	G..	M..	Ex.	Ex.	Co.	Eng..	4	R...	Fab.	F.F.	Wo.	7.2	I. R..	I. R..	W. W	Disk....
Thornycroft	1½	138	61	P...	36x6	36x6	3.75x5.00	L..	4	Sp..	Pu..	PrCs.	Zen.	G..	M..	Yes.	No..	S.P	Eng..	4	C...	Fab.	½F.	Wo.	6.2	I. R..	I. R..	W. W	Disk....
Thornycroft	2	168	61	P...	36x6	36x6	3.75x5.00	L..	4	Sp..	Pu..	PrCs.	Zen.	G..	M..	Yes.	No..	S.P.	Eng..	8	C...	Met..	½F.	Wo.	7.7	I. R..	I. R..	W. W	6-Disk..
Thornycroft	3½	156	60	S...	30x5	30x5d	4.37x5.51	L..	4	Sp..	Pu..	PrCs.	Zen.	G..	M..	Ex.	No..	S.P.	Eng..	4	C...	Fab°.	F.F.	Wo.	7.2	I. R..	E. T.	W. W	H.C.S...
Thornycroft	4–5	174	60	S...	40x6	40x6d	4.75x6.00	F..	4	Sp..	Pu..	PrCs.	Sol..	G..	M..	Ex.	No..	Co.	Eng..	4	C...	Met..	F.F.	Wo.	10.6	I. R..	E. T.	S.N..	W.C.S...
Thornycroft	6	192	60	S...	40x6	40x6d	4.75x6.00	F..	4	Sp..	Pu..	PrCs.	Sol..	G..	M..	Ex.	No..	Co.	Eng..	4	C...	Met..	F.F.	Wo.	10.6	I. R..	E. T.	S.N..	W.C.S...
Thornycroft	TT.	144	60	S...	40x6	40x6d	4.75x6.00	F..	4	Sp.	Pu..	PrCs.	Sol..	G..	M..	Ex.	No..	Co.	Eng..	4	C...	Met..	F.F.	Wo.	10.6	I. R..	E. T.	S.W..	W.C.S...
Thornycroft (6 Cyl. 4-wheel drive)	TT.	138	73	P...	40x8	40x8	4.75x6.50	L..	3	Sp.	Pu..	PrCs.	Sol..	G..	d..	Ex..	No..	Co..	Sep..	6	C...	Met.	F.F.	Wo.	8.2	I. F..	I. F..	S.N..	Disk....
Tilling Stevens	2½	144	58	S...	36x4	36x4d	3.75x4.92	L..	2	He..	Pu..	Spl..	Zen.	G..	M..	Ex..	Ex..	Co.	Sep..	4	R...	Met..	F.F.	Wo.	6.0	E. R.	I. R..	W. W	H.C.S...
Tilling Stevens	3	156	70	S...	36x4¾	36x4¾d	4.25x5.50	L..	4	....	Pu..	SpPr.	Zen.	M..	M..	Ex..	Ex..	S.P.	Sep..	4	C...	Met..	F.F.	Wo.	.....	E. R.	I. R..	W. W	H.C.S...
Tilling Stevens	4	186	69	S...	36x4¾	40x4¾d	4.75x5.50	L..	2	Ch..	Pu..	Spl..	Zen.	G..	M..	Ex..	No..	G.E.	1....	Met.	F.F.	Wo.	10.3	E. R.	I. R..	W. W	H.C.S...
Tilling Stevens	6	174	68	S...	36x5½	40x5½d	5.00x6.00	L..	2	Ch..	Pu..	Spl..	Zen.	G..	M..	Ex..	Ex..	Co.	Sep..	4	R...	Met..	F.F.	Wo.	6.5	E. R.	I. R..	W. W	H.C.S.
Trojan	⅜	96	48	C...	28x2½	28x2½	2.50x4.64	N..	1	....	Th..	PrCs.	Ama	G..	B..	Yes.	No..	No..	Sep..	2	R...	.....	½F.	Ch..	4.0	E. T.	I. R..	Spur.	Disk....
Vulcan	1½	142	58	P...	34x7	34x7	3.34x5.11	L..	4	Ch..	Pu..	PrCs.	Zen.	V..	M..	Yes.	No..	Co.	Eng..	4	R...	Fab..	F.F.	Wo.	7.0	I. R..	I. R..	W. W	Disk....
Vulcan	2	132	56	S...	32x4	32x4d	3.74x5.11	L..	4	He..	Pu..	PrCs.	Zen.	G..	M..	Ex..	No..	Co.	Sep..	4	C...	Fab°.	F.F.	Wo.	7.2	I. R..	E. T.	W. W	W.C.S...
Vulcan	4	162	69	S...	40x5	40x5d	4.72x5.51	L..	2	He..	Pu..	PrCa.	Zen.	G..	M..	Ex..	No..	Co.	Sep..	4	R...	Met..	F.F.	Wo.	7.3	I. R..	E T..	W. W	W.C.S...
Watson	3½	160	62	S...	36x4¾	40x4¾d	4.52x5.51	L..	2	Spur	Pu..	PrCs.	Cla.	G..	M..	Ex..	No..	Co.	Sep..	4	R...	Met..	F.F.	D.R	7.9	I. R..	I. R..	W. W	W.C.S...
W. & G.	1½	126	60	S...	36x3½	36x3½d	3.75x5.12	L..	4	He..	Pu..	PrCs.	Zen.	G..	M..	Ex..	No..	Co.	Sep..	4	R...	Met..	F.F	Wo.	7.0	I. R..	I. R..	S.N..	Disk....
W. & G.	2½	135	60	S...	36x4	36x4d	3.75x5.50	L..	4	He..	Pu..	PrCs.	Zen.	G..	M..	Ex..	No..	Co.	Sep..	4	R...	Met..	F.F.	Wo.	8.0	I. R..	I. R..	S.N..	H.C.S...
W. & G. (6 Cyl.)	1½	150	63	P...	32x6	32x6d	3.34x4.50	L..	6	He..	Pu..	PrCs.	Zen.	V..	M..	Yes.	No..	S.P.	Eng..	4	Opt.	Met..	F.F.	Wo.	7.0	I. R..	I. R..	S.N..	Disk....
W. & G. (6 Cyl.)	2½	188	68	P...	36x6	36x6d	3.75x5.12	L..	6	He..	Pu..	PrCs.	Zen	V.	M.	Yes.	No..	M.D	Eng..	4	Opt.	Met.	F.F.	Wo	7.0	I. R..	I. F..	S.N..	Disk....

ABBREVIATIONS:

*—Driver beside Engine.
§—All Trucks are 4-Cyl. unless noted.
°—Also others.
Ama—Amac.
B (Tires)—Balloon.
B—Battery.
Be—Bevel Gear
C—Central (Gear Lever).
C—Cushion (Tires).
Ch—Chain.
Cla—Claudel.
Co—Cone.
CS—Cast Steel.
d—Dual.
Dd—Dead.
DP—Dual Dry Plate.
DR—Double Reduction Gears. (Bevel and Spur).
Eng—Unit with Engine.
Ex—Extra.
E R—External Rear Wheels.
E T—External Transmission.
F—In Head and Side.
Fab—Fabric Disk.
F F—Full Floating.
FR—Front and Rear.
½F—Semi-Floating.
¾F—¾—Floating.
G—Gravity.
GE—Gas-Electric.
He—Helical Gears.
H.C.S.—Hollow Cast Steel.
H.S.—Hollow Pressed Steel.
I—Valve in head.
I.F—Internal Four Wheels.
I.G.—Internal Gear.
I.R—Internal Rear Wheels.
I.T—Internal Transmission.
L—"L" Head.
M—Magneto
MD—Multiple-Disk.
Met—Metallic.
N—Valveless Two Stroke.
Opt—Optional.
P—Pneumatic.
P—Pressure (Fuel Feed).
Pal—Pallas.
Pla—Planetary.
Pr.Cs—Pressure to Crankshaft Bearings and Big-ends through Hollow Crankshaft.
Pre—Pressure.
Pu—Pump.
R—On Right (Gearshift Lever).
R (Brakes)—Rear Wheels.
S—Solid.
S.B—Spiral Bevel.
Sep—Separate.
Smi—Smith.
S.N—Screw and Nut.
Sp (Rear Axle)—Spiral Bevel.
S.P—Single Dry Plate.
Sp—Spur Gear (Camshaft).
Spec—Special.
Spl—Splash.
Sp Pr—Splash and Pressure.
So—Spur Gear, Overhead Camshaft.
Sol—Solex.
St—Straight Bevel.
SW—Steering Wheel.
Th—Thermo Siphon.
T—Transmission.
TF—Transmission and Front.
TR—Transmission and Rear.
TT—Truck Tractor.
V—Vacuum.
WCS—Webbed Cast Steel.
Wo—Worm.
WW—Worm and Wheel.
WS—Worm and Sector
Zen—Zenith.

American Agricultural Tractors

MAKE AND MODEL	GENERAL										ENGINE										CLUTCH BELT PULLEY				DRIVE				
	Price ($)	Capacity: No. of 14″ Plows	Plowing Speed (M. P. H.)	Weight Complete (Lbs.)	*Wheel Base (Ins.)	Minimum Turning Diameter (Ft.)	Ground Clearance (Ins.)	Drawbar Ajustable	Drawbar—Belt Rating	Steering Type	Make	No. of Cylinders	Bore and Stroke (Ins.)	Engine Type	Valve Arrangement	Normal R.P.M. at Plowing Speed	Ignition System Make	Fuel System Oil: Carbureter Make	Fuel Recommended	Air Cleaner Make	System Type	Cooling System Type	TYPE AND MAKE	Diameter (Ins.)	Face (Ins.)	Clutch Type	No. Forw. Speeds	Diameter & Face Traction Members (Ins.)	Drive Type to Traction Members	Drive Taken by	Non-Drive Wheel	Wheel or Track?
Adv. Rumely..R	....	6	2.50	11701	90	38	11¼	H..	25-45	F.A.K..	Own..	2	7½x9½	H..	I..	540	Bosch.	Own	Ker.	Don..	MO.	Pu.	SP-Own..	21¾	10	SP..	3	57½–18	SG..	Hub.	2	Wh.
Adv. Rumely..L	....	3	2.50	5510	80	30	10	H..	15-25	F.A.K..	Own..	2	5½x7	H..	I..	730	Bosch.	Own	Ker.	Don..	MO.	Pu.	SP-Own..	16	7½	SP..	3	48-12	SG..	Hub.	2	Wh.
Adv. Rumely..M	....	4	2.50	7948	88	34	10	H..	20-35	F.A.K..	Own..	2	6½x8¼	H..	I..	635	Bosch.	Own	Ker.	Don..	MO.	Pu.	SP-Own..	18¾	8½	SP..	3	52-16	SG..	Hub.	2	Wh.
Adv. Rumely..S	....	10	2.50	16150	115	44	12	H..	30-60	F.A.K..	Own..	2	9 x11	H.	I..	470	Bosch.	Own	Ker.	Don..	MO.	Pu.	SP-Own..	25	10	SP..	3	64-24	SG..	Hub.	2	Wh.
Allis-Ch. 20-35..	1495	4	2.50	6150	90½	12	11½	H..	20-35	F.A.K..	Own..	4	4¾x6½	V..	I..	930	Eise...	Sch.	Gas.	Don..	HC.	Pu.	ES-Own..	13	8½	No..	2	50-12	IG..	Rim..	2	Wh.
Allwork.....	CA	....	3	2.75	5200	80	24	14	V..	16-30	F.A.K..	Own..	4	5 x6	V..	L..	900	Bosch.	Kin.	Ker.	Ben...	CS..	Pu.	MD-Own.	13¾	7½	M D	3	48-12	SG..	Rim.	2	Wh.
Allwork.....	G	....	3	2.75	4800	75	20	13	U..	14-28	F.A.K.	Own..	4	4¾x6	V..	L..	900	Bosch.	Kin.	Ker.	Ben...	CS..	Pu.	MD-Own.	11	7	MD	3	48-12	SW	Rim..	2	Wh.
Allwork.....	D	....	4–5	2.75	6500	80	26	14	V..	20-35	F.A.K..	Own..	4	5¼x6	V..	L..	900	Bosch.	Kin.	Ker.	Ben...	HC.	Pu.	MD-Own.	13¾	7½	MD	3	48-14	SG..	Rim..	2	Wh.
Allwork.....	DA	....	5	2.75	8400	87	28	14	V..	22-40	F.A.K..	Own..	4	5½x7	V..	L..	900	Bosch.	Kin.	Ker.	Ben...	HC.	Pu.	MD-Own.	14¼	9½	MD	3	48-14	SG..	Rim..	2	Wh.
Allwork.....	E	3500	6	2.9	10100	77	11	13	U..	25-35	T.D.M.	Own..	4	5¼x6	V..	L..	900	Bosch.	Zen.	Gas.	Pom..	HC.	Pu.	MD-Own.	13¾	8	FD	3	–12	SB..	Hub	0	Tr..
Avery.....	20-35	1350	4	2.7a	7500	96	12	12	H..	20-35	F.A.K..	Own..	4	4⅞x7	H..	I..	800	K-W..	Kin.	G-K	None.	CS..	Pu.	MD-Own.	16	7½	MD	2	60-16	SG..	Rim.	2	Wh.
Avery.....	25-50	2950	5	2.7a	12500	117	20	13	H..	25-50	S.A....	Own..	4	6¾x8	H..	I..	650	K-W°	Kin.	G-K	None.	CS..	Pu.	MD-Own.	22	8½	MD	2	69-20	SG..	Rim..	2	Wh.
Avery.....	45-65	4150	10	1.9a	22000	138	20½	17	H..	45-65	S.A....	Own..	4	7¾x8	H.	I..	550	K-W..	Kin.	G-K	None.	CS..	Pu.	MD-Own.	26	10	MD	2	87½–24	SG..	Rim..	2	Wh.
Bailor.....	A	600	....	2.3a	2500	86¾	9	28	U..	....	S.A....	LeRoi.	4	3½x4¼	V..	L..	....	Dixie..	Kin.	Gas.	W-B..	CS..	....	SP-B&B.	....	....	....	2	44-6	Cha	Spks.	2	Wh.
Bailor.....	W	500	....	2.7a	1900	....	7¾	28	U..	12	S.A....	LeRoi.	4	3½x4½	V..	L..	....	Dixie..	Kin.	Gas.	W-B..	CS..	....	SP-B&B.	8	6	....	2	40-4	Cha	Spks.	2	Wh.
Bates.....	F	....	3	3.0a	4850	80	16	12	H..	18-25	F.A.K.	Beav..	4	4¼x6	V..	I..	1100	Bosch.	Kin.	G-K	Pom..	HC.	Pu.	SP-B&B.	12	8½	SP..	2	56-10	SG..	Axle	2	Tr..
Bates.....	G	....	4	3.0a	6500	80½	13½	12	H..	25-35	F.A.K.	Wauk.	4	4½x6	V..	I..	1000	Bosch.	Kin.	Gas.	Pom..	HC.	Pu.	SP-TDi..	12	8½	SP..	2	56-10	SG..	Axle	2	Tr..
Bates.....	40	....	0	Var.	11000	84	14	14	H..	30-40	T.D.M.	Wauk.	4	5 x6¼	V..	I..	1000	Bosch.	Kin.	Gas.	Pom..	HC.	Pu.	SP-B&B.	12	8½	SP..	2	84-12	SG..	Axle	0	Tr..
Bates.....	25	....	0	Var.	6500	80	12	14	H..	20-30	T.D.M.	Beav..	4	4½x6	H..	I..	1000	Bosch.	Kin.	Gas.	Pom..	HC.	Pu.	SP-B&B.	12	8½	SP..	2	64-10	SG..	Axle.	0	Tr..
Beeman.....	L	265	7	1.9a	550	17¼	5	7¾	U..	2– 4	T.D.M.	Own..	1	3½x4½	V..	L..	1000	Own..	Kin.	Gas.	Don..	CS.	Th	Co-Own..	4	4½	No..	1	25–3¼	SG..	Axle	2	Wh.
Bryan...	Steam	1970	3	2.50	5500	88	14	15	H..	15–30	F.A.K.	Own..	2	4 x5	H..	S..	300	None..	No..	Ker.	None.	MO.	....	None.....	24	7½	No.	V.	52-12	SG..	Axle	2	Wh.
Case.....	12-20	985	3	3.0	4375	65	24	11½	H..	12–20	F.A.K.	Own..	4	4½x5	V..	I..	1050	Mag..	Kin.	Ker.	Own.	HC.	Pu.	SP-TDi..	14¼	6¾	SP.	2	42-12	SG..	Spks	2	Wh.
Case.....	18-32	1350	3–4	3.3	6225	76½	27¼	14	H..	18–32	F.A.K.	Own..	4	4½x6	V..	I..	1000	Mag..	Kin.	Ker.	Own.	HC.	Pu.	SP-TDi..	16	7½	SP.	2	52-14	SG..	Spks	2	Wh.
Case.....	25-45	2550	4–5	3.2	10035	96	40½	15	H..	25–45	F.A.K.	Own..	4	5½x6¾	V..	I..	850	Mag..	Kin.	Ker.	Own.	HC.	Pu.	ES-Own..	16½	8½	ES.	2	56-16	SG..	Spks	2	Wh.
Caterpillar. 2 Ton		1858	3	3 00	5100.	58	11	11	H..	15–	T.D.M	Own..	4	4 x5½	V..	I..	1000	Eise...	Kin.	Gas.	Strom.	HC.	Pu.	MD-Own.	11⅝	6½	SG..	3	10	SG..	Axle	0	Tr..
Caterpillar....	30	3000	4	2 62	9290	68	12	11½	H..	25–30	T.D.M	Own..	4	4¾x6½	V..	I..	850	Bosch.	Ens.	Ker.	Pom..	HC.	Pu.	SP-Own..	12	8	No..	3	–13	SB..	Axle	0	Tr..
Caterpillar. 5 Ton		3250	4	3.00	10550	83	14	12½	N..	30–	T.D.M	Own..	4	4¾x6	V..	I..	1000	Eise...	Sch.	Gas.	Strom.	HC.	Pu.	MD-Own.	13½	8½	JC..	3	–12	SG..	Axle	0	Tr..
Caterpillar....	60	5000	8	2.63	19450	89	18	14	H..	50–60	T.D.M	Own..	4	6½x8½	V..	I..	650	Bosch.	Ens.	Ker.	Pom..	HC.	Pu.	SP-Own..	16	10	No..	3	16–20	SB..	Axle	0	Tr..
Cletrac.....	K	1775	3	2.25	4390	54	18	7	H..	15–25	T.D.M.	Own..	4	4 x5½	V..	I..	1375	Eise...	Til..	Ker.	Pom..	HC.	Pu.	SP-B&B.	12	6½	No.	2	22–9½	IG..	Axle	14	Tr..
Cletarc.....	W	1145	2	3.00	3840	30	12	12	H..	12–20	T.D.M	Own..	4	4 x5½	V..	I..	1265	Eise...	Kin.	Ker.	Pom..	HC.	Pu.	SP-B&B.	8	6	No..	1	36–8	IG..	Axle	6	Tr..
Cletrac.....	A	2775	4	2.4	7000	69	21	5¾	V.	30–45	T.D.M.	Wisc	6	4 x5	V..	I..	1575	Eise...	Til..	....	Pom..	HC.	Pu.	SP-B&B.	15	8½	....	2	.....	SG..	Axle	0	Tr..
Eagle.....	H	....	3	2.00	5850	81	13	17	H..	13–25	F.A.K.	Own..	2	7 x8	H..	I..	450	Dixie..	Sch.	Ker.	Own.	MO.	Pu.	ES-Own..	20	8½	ES.	2	48-12	SG..	Rim..	2	Wh.
Eagle.....	H	....	4	2.00	6800	88	15	17	H..	16–30	F.A.K.	Own..	2	8 x8	H..	I..	450	Dixie..	Sch.	Ker.	Own.	MO.	Pu.	ES-Own.	24	10	ES.	2	52-12	SG..	Rim..	2	Wh.
Eagle.....	H	....	4–5	2.00	7100	91	16	17	H..	20–40	F.A.K.	Own..	2	8 x10	H..	I..	450	Dixie..	Sch.	Ker.	Own.	MO.	Pu.	ES-Own.	24	10	ES.	2	52-12	SG..	Rim..	2	Wh.
Eagle H20-40 Sp.		....	4–5	2.00	8150	96	17	17	H..	....	F.A.K.	Own..	2	8 x10	H..	I..	450	Dixie..	Sch.	Ker.	Own.	MO.	Pu.	ES-Own.	24	10	ES.	2	52-18	SG..	Rim..	2	Wh.
Fitch Four Drive		2650	4	3 00	6000	87	16	14	V..	20–35	S.A....	Clim..	4	5 x6½	V..	L..	800	Eise...	Kin.	Ker.	Ben...	HC.	Pu.	SP-B&B.	14	8	JC..	3	42-12	BW.	Axle	o	Wh.
Fordson.....		495	2	2.5a	2550	63	21	11⅝	N..	–18	F.A.K.	Own..	4	4 x5	V..	L..	1000	Own..	Hol.	Ker.	Own.	CS..	Th-	MD-Own.	9½	6½	MO.	3	42-12	Wo.	Axle	2	Wh.
Gray.....	22-40	2585	4	3.00	6900	140	34½	18	N..	22–40	F.A.K.	Wauk.	4	5 x6¼	V..	L..	1000	RBos..	°Str	Gas.	Ben...	CS..	Pu.	Co-Own..	11⅜	8⅝	Co.	2	54-54	Cha	Rim..	2	Wh.
Hart-Parr. 12-24		....	2	3.33	4440	76	28	11⅜	H..	12–24	F.A.K.	Own..	2	5¾x6½	H.	I..	850	RBos.	Sch.	Ker.	Don..	MO.	Pu.	SP-Own.	13	8	SP..	2	46-10	S.G.	Hub	2	Wh.
Hart-Parr. 18-36		....	3	3.00	5910	83	32	11⅜	H..	18–36	F.A.K.	Own..	2	6¾x7	H.	I..	800	RBos.	Sch.	Ker.	Don..	MO.	Pu.	SP-Own.	14	9	SP..	2	52-12	SG..	Hub	2	Wh.
Hart-Parr. 22-40		....	4	3.11	7500	91	24	11⅜	H..	22–40	F.A.K.	Own..	4	5½x6½	H.	I..	800	RBos..	Sch.	Ker.	Don..	MO.	Pu.	SP-Own.	14	9	SP..	2	52-13	IG..	Rim..	2	Wh.
Huber.. Light 4		....	3	2.50	5000	91	12	16	U..	12–25	F.A.K.	Wauk.	4	4½x5¾	V..	L..	1000	King..	Kin.	Ker.	Ben...	CS..	Pu.	ES-Own.	13	7	ES.	2	60–10	SG..	Rim..	2	Wh.
Huber.....18-36		....	3	2.25	7900	92	30	14	U..	18–36	F.A.K.	Stea..	4	4¾x6½	V..	I..	1000	Eise...	Kin.	....	Pom..	HC.	Pu.	SP-TDi..	15½	8	SP..	2	56-14	SG..	Axle	2	Wh.
Huber.....20-40		....	4	2 25	8200	94	30	14	U..	20–40	F.A.K.	Stea..	4	5½x6½	V..	I..	1000	Eise...	Kin.	....	Pom..	HC.	Pu.	MD-TDi.	15½	8	M D	2	56–18	SG..	Axle	2	Wh.
Huber.....25-50		....	5	2.25	8500	93	30	14	U..	25–50	F.A.K..	Stea..	4	5½x6½	V..	I..	1000	Eise...	Kin.	....	Pom..	HC.	Pu.	MD-TDi.	15½	8	M D	2	56–20	SG..	Axle	2	Wh.
Imperial.....	E	4500	1	2.25	21000	137	50	18	H..	70	S.A....	Own..	4	7½x9	H..	L..	400	K-W..	Kin.	Gas.	Ben...	MO.	Pu.	ES-Own..	30	12	ES.	2	96-24	SG..	Spks.	2	Wh.
John Deere..	D	....	3	3 30	3940	65	12	10½	U..	15–27	F.A.K..	Own..	2	6½x7	H..	I..	800	Split..	Sch.	Gas.	Don..	HC.	Th-	MD-Own.	15	7½	M D	2	46-12	Cha	Axle.	2	Wh.
J. T.....	22	3500	3	3.4a	9600	74	10	15	H..	40–	T.D.M	Clim..	4	5 x6½	V..	L..	900	K-W..	Zen.	Gas.	Ben...	HC.	Pu.	MD-Cov.	10	8	MO.	3	–34	IG..	Axle	2	Tr..
LaCrosse.....	H	750	3	3.50	4000	90	15½	14	H..	12–24	F.A.K.	Own..	2	6 x6	H..	I..	850	K-K..	Kin.	....	Ben...	MO.	Pu.	FD-Own..	10½	8	....	1	.....	SI..	Rim.	2	Wh.
Lauson.....	S	....	3–4	3.25	5400	84	13	9	U..	16–32	F.A.K..	Beav..	4	4¼x6	V..	I..	1000	Dixie..	Kin.	Gas.	Taco.	HC.	Pu.	MD-TDi.	16	7	No..	2	48-12	SG..	Hub	2	Wh.
Lauson.....	T	....	3–4	3.3	6700	91	14	9	H..	20–35	F.A.K.	Beav..	4	4¾x6	V..	I..	950	Split..	Kin.	Gas.	Taco.	HC.	Pu.	MD-TDi.	17½	8	No..	2	54-12	SG..	Hub	2	Wh.
Lauson.....	TB	....	3–4	3.3	8650	91	14	9	H..	20–40	F.A.K.	Beav..	4	4¾x6	V..	I..	950	Split..	Kin.	Gas.	Tc o.	HC.	Pu.	MD-TDi.	17½	8	No..	2	54-20	SG..	Hub	2	Wh.
Little Giant..	B	1000	4	2.50	5200	87	30	12½	H..	12–22	F.A.K.	Own..	4	4½x5	V..	L..	900	King..	Kin.	Ker.	Own.	CS..	Pu.	Co-Own..	10	7	ES.	3	54–14	SI..	Rim.	2	Wh.
McCormick.....		....	2	2–4	3636	....	7½	30	U..	.....	S.A....	Own..	4	3⅜x5	V..	L..	1200	Split..	Ens.	Ker.	Pom..	CS.	Th	MD-Own.	14	6½	M D	3	.....	SG..	Axle	2	Wh.
McCormick10-20		....	2	3.00	3700	78	14	12	U..	10–20	F.A.K.	Own..	4	4¼x5	V..	I..	1000	Split..	Ens.	Ker.	Pom..	CS.	Th	MD-Own.	15½	7	M D	3	42-12	SB..	Axle	2	Wh.
McCormick15-30		....	3	3.00	5750	85	16½	11	U..	15–30	F.A.K.	Own..	4	4½x6	V..	I..	1000	Own..	Ens.	Ker.	Pom..	CS.	Th	MD-Own.	16¾	8	M D	3	50-12	SG..	Axle	2	Wh.
Mead-Morr. 55B		....	4	3.00	8900	64	6	....	H..	43	T.D.M	Stea..	4	4¾x6½	V..	I..	1000	Eise...	Sch.	Gas.	Pom..	HC.	Pu.	MD-M&E	12	9	....	3	.....	SI..	Rim..	0	Tr..
Minneap. 17-30A		....	3–4	2.75	6400	79⅞	13½	14	U..	17–30	F.A.K.	Own..	4	4¾x7	V..	I..	825	Bosch.	Sch.	Ker.	Simp.	MO.	Pu.	MD-Own.	15½	7½	M D	2	54-12	SG..	Axle	2	Wh.
Minneap. 17-30B		....	3–4	3.09	7300	90	16	14	H..	17–30	F.A.K.	Own..	4	4⅞x7	V..	I..	825	ABos..	Sch.	Ker.	Simp.	MO.	Pu.	MD-Own.	15½	7½	M D	2	54-12	SG..	Rim.	2	Wh.
Minneap....22-44		....	4–5	2.70	12410	109½	15¼	17	H..	22–44	S.A....	Own..	6	x7	H..	I..	700	K-W..	Kin.	Ker.	None.	MO.	Pu.	MD-Own.	18½	10	ES.	2	62–20	SG..	Axle	2	Wh.
Minneap...35-70		....	8–10	2.10	22500	136	20½	16	N..	35–70	S.A....	Own..	4	7¼x9	H..	I..	550	K-W..	Kin.	Ker.	None.	MO.	Pu.	CB-Own..	24	10½	ES.	2	85–30	SG..	Axle	2	Wh.
Monarch.....	F	....	8	2.6	21500	91	....	17	H..	50	T.D.M	Beav..	4	6½x7	V..	I..	850	ABos..	Zen.	Gas.	Unit..	CS.	Pu.	SP-Own.	No..	No..	No..	3	–15	Cha	Hub.	0	Tr..
Monarch.....	G	....	6	2.3	10000	66	....	15	H..	30	T.D.M	Beav..	4	4¾x6	V..	I..	1000	ABos..	Zen.	Gas.	Unit..	CS.	Pu.	SP-TDi..	No..	No..	No..	3	–12	Cha	Hub	0	Tr..
Nichols-Shepard		3320	6–8	2.50	17100	111	....	....	H..	25–50	S.A....	Own..	2	9 x12	H..	I..	375	K-W.	Kin.	Ker.	None.	MO.	Pu.	CB-Own.	24	9	ES.	1	24–69	SG..	Rim..	2	Wh.
Nilson Jr.....	E	795	3	2.50	5500	89	16	16	V..	16–25	F.A.K..	Wauk.	4	4¼x5¾	V..	L..	850	King..	Kin.	Ker.	Wil...	CS..	Pu.	SP-Own.	20	6	Sp..	2	50–16	Cha	Axle	2	Wh.
Pioneer.....	G	1750	4	2.50	6500	89	24	14	H..	18–36	F.A.K.	Own..	4	5½x6	H.	L..	750	K-W..	Kin.	G-K	Ben...	MO.	Pu.	MD-Own.	14	7	M D	3	60–18	SG..	Spks	2	Wh.
Pioneer.....	C	4500	10	2.25	24000	156	24	24	N..	40–75	F.A.K.	Own..	4	7 x8	H..	L..	625	K-W..	Kin.	G-K	Ben...	MO.	Pu.	MD-Own.	17½	15	M D	3	96-24	SG..	Spks.	2	Wh.
Rock Isl.....	D	....	2	2.50	4000	90	25	12	U..	9–16	F.A.K.	Wauk	4	4¼x5¾	V..	L..	1000	Dixie..	Kin.	G-K	Ben...	CS..	Pu.	FD-Own..	12	6	FD.	7	54-8	SG..	Rim..	2	Wh.
Rock Isl.....	C	....	3	2.75	5650	96	25	12	U..	12–20	F.A.K.	Wauk.	4	4½x6¾	V..	L..	900	Dixie..	Kin.	G-K	Ben...	CS..	Pu.	FD-Own..	14	7	FD.	7	57–10	SG..	Rim..	2	Wh.
Rock Isl.....	M-2	....	1	2.50	2550	80	4⅔	28	H..	5–10	F.A.K.	LeRoi.	4	3½x4½	V..	L..	1000	Dixie..	Kin.	Gas.	Ben...	CS.	Th	FD-Own..	8	5	FD.	7	46–6	Cha	Rim.	2	Wh.
Rock Isl...	15-27	....	3	2.75	5750	96	25	12	U..	15–27	F.A.K.	Wauk.	4	4¾x6¾	V..	L..	900	Dixie..	Kin.	G-K	Unit.	CS.	Pu.	FD-Own.	14	7	FD.	7	57–10	SG..	Rim.	2	Wh.
Topp-Stewart...		4000	6	2.50	8000	100	12	12	H..	30–45	S.A....	Wauk.	4	4¾x6¾	V..	L..	950	Eise...	Str..	Gas.	Ben...	CS..	Pu.	MD-Hill..	Opt.	8	Opt.	3	42-12	SI..	Rim.	0	Wh.
Toro.....	6-10	....	2	2.75	2900	72	11	10½	U..	6–10	F.A.K.	LeRoi.	4	3½x4½	V..	L..	1200	Eise...	Kin.	Gas.	Own.	CS.	Th	CB-Own.	8	5	No.	2	41–9	SG..	Spks	2	Wh.
Townsend..12-20		....	2–3	3.0a	4000	72	15	10	H..	12–20	F.A.K.	Own..	2	6 x8	H..	I..	600	Split..	Own	Ker.	Opt...	MO.	Th	Sp-Own..	14	7	Sp..	1	45–10	SG..	A&R.	2	Wh.
Townsend..20-40		....	4–6	2.50	7200	86	24	17	H..	20–40	Opt....	Own..	2	7½x9	H..	I..	480	Split..	Own	Ker.	Opt...	MO.	Pu.	Sp-Own..	20	8	Sp..	1	56–18	SG..	Rim..	2	Wh.
Townsend..30-60		....	6–10	2.50	15000	102	30	18	H..	30–60	T.D.M	Own..	2	9½x12	H..	I..	450	Split..	Own	Ker.	Opt...	MO.	Pu.	Sp-Own..	22	10	Sp..	1	60–24	SG..	Rim..	2	Wh.
Traylor.....	6-12	500	1	2.25	1750	76	20	16	H..	6–12	F.A.K.	LeRoi.	4	3½x4½	V..	L..	1000	Split..	Kin.	Gas.	Orem..	HC.	Th	Sp-B&B.	8	6	No..	1	38-10...	IG..	Rim..	2	Wh.
Twin City..	17-28	1310	3	2.90	5350	84	28½	9⅛	H..	17–28	F.A.K.	Own..	4	4¼x6	V..	I..	1000	Bosch.	Hol.	Ker.	Ben...	HC.	Pu.	Sp-TDi...	16	6½	No..	2	50–12	SG..	Axle	2	Wh.
Twin City..	27-44	2750	5	2.90	9200	97	30	13	H..	27–44	F.A.K.	Own..	4	5½x6¾	V..	I..	900	Bosch.	Sch.	Ker.	Ben...	HC.	Pu.	Sp-TDi...	21	8½	No..	2	60–20	SG..	Axle	2	Wh.
Wallis.....	OK	....	3	3.50	3925	84	20	13	U..	15–27	F.A.K.	Own..	4	4¼x5¾	V..	I..	1000	Bosch.	Kin.	G-K	Own.	CS..	Pu.	MD-TDi	18½	7	M D	2	48–12	SG..	Axle	2	Wh.
Wetmore..12-25		1185	3	3.50	2000	72	15	12½	H..	12–25	F.A.K.	Wauk.	4	4 x5¾	V..	L..	1050	Split..	Sch.	Ker.	None.	HC.	Pu.	MD-Ful	12	7	No..	3	46–10	IG..	Spks	2	Wh.
Wizard....15-25		1925	2–3	3.00	5400	46	12	11	U..	15–25	T.D.M.	Herc..	4	4½x5¾	V..	L..	1000	Split..	Sch.	Gas.	Pom..	HC.	Pu.	MD-B-L.	12	6	FC..	2	32–8°	WC.	Hub.	0	Wh.
Wizard....20-35		3100	4–5	2.3a	7000	45¼	6	10	U..	20–30	T.D.M	Own..	4	5¼x6½	V..	I..	850	Bosch.	Ens.	Gas.	Pom..	HC.	Pu.	MO-Own.	12	8	MO.	2	33–8°	Cha	Hub	0	Wh.
Yuba.....		4500	8	2.08	10130	66	18½	11⅝	U..	25–40	S.A....	Own..	4	5¼x7	V..	I..	800	Bosch.	Str..	Ker.	Pom.	CS.	Pu.	MO-Par..	14	8½	SP.	2	–17½	SG..	Axle	1	Tr..

ABBREVIATIONS:

°—Others Used
*—Length of Ground Contact for Crawler Tractors
a—Average
ABos—American Bosch
A-K—Atwater Kent
A&R—Axle & Rim
Beav—Beaver
Ben—Bennett
B&B—Borg & Beck
B-L—Brown-Lipe
BW—Beveled Gear & Worm Gear
CB—Contracting Band
Cha—Chain
Clim—Climax
Co—Cone
Cov—Covert
CS—Circulating Splash
Don—Donaldson
Eise—Eisemann
Ens—Ensign
ES—Expanding Shoe
F.A.K.—Front Axle Knuckle
FD—Fixing Drum
Ful—Fuller
G&K—Gasoline and Kerosene
Gas—Gasoline
H—Horizontal
HC—Hollow Crankshaft
Her—Hercules
I—In Head
Hol—Holley
IG—Internal Gear
JC—Jaw Clutch
Ker—Kerosene
Kin—Kingston
L—"L" Head
MD—Multiple Dry Disc
MO—Multiple Disc in Oil
MO—Multi-Feed Mechanical Oiler
M&E—Merchant & Evans
N—None
Opt—Optional
Par—Paragon
Pom—Pomona
Pu—Pump
RBos—Robert Bosch
S—Cleeve
S.A.—Swinging Axle
SB—Spur Gear and Beveled Gear
Sch—Schebler
SG—Spur Gear
SI—Spur and Internal Gear
Simp—Simplex
Sp—Special
SP—Single Plate
Spks—Spokes
Split—Splitdorf
Stea—Sterns
Str—Stromberg
SW—Spur and Worm Gear
TDi—Twin Disc
T.D.M.—Thru Driving Members
Th—Thermo-Siphon
Til—Tillotson
Tr—Track
U—Universally
Unit—United
V—Vertical
Wauk—Waukesha
W-B—Wilcox Bennett
WC—.
Wh—Wheel
Wil—Wilcox
Wisc—Wisconsin
Wo—Worm
Zen—Zenith

American Garden Tractors

MAKE AND MODEL	GENERAL									ENGINE									Clutch	BELT PULLEY		TRANSMISSION					
	Price	Operator's Position	Type of Steering	Size Plow Recommended (Ins.	Plowing or Cultivating Speed (M.P.H.)	Weight (Lbs.)	Ground Clearance (Ins.)	Drawbar Adjustable?	Drawbar-Belt Rating (Hp.)	Make	Number of Cylinders	Bore and Stroke (Ins.)	Valve Arrangement	Ignition	Fuel System		Oil		Type	R.P.M.	Diameter and Face (Ins.)	Type	No. of Forward Speeds	Drive from Engine or Gearset to Driving Wheels	Final Drive	No. Driving Wheels	Diameter and Face Driving Wheels (Ins.)	No. Non-Drive Wheels
														Make	Carburetor Make and Size (Ins.)	Make of Air Cleaner	Type of System	Cooling Circulation by										
Beeman... Junior	195	Walk..	H-Bars..	None..	¾–3	220	14	Uni...	½–1	B&S..	1	2½x2½	L.	Own..	B&S-½..	Don	CiSp..	Air...	Spec..	....	.....	Direct	1	Gear.	Spokes	2	30-3	0
Beeman..... L	265	Walk..	H-Bars..	7″	¾–3	550	7¾	Uni...	1½–4	Own.	1	3½x4½	L.	Heinze	King-¾..	Don	CiSp..	ThS...	SP....	800	3½–4½	Direct	1	Sp.G..	Rim..	2	25-3¼	2
Bolens..... D	200	Walk..	H-Bars..	4″	¾–2½	235	16½	No....	½–1	Gil....	1	2½x2½	L.	Own..	Zenith....	Spec	CiSp..	Air....	Cone..	125	6–2	Fric...	2	Chain.	Spokes	2	16-3	2
Centaur... 1925F	345	Ride..	Wheel...	10″	1–3	1200	13	Uni...	2½–5	N-W..	1	3⅛x4½	I.	Eise...	Zenith....	Own	Pre...	Air....	M.D..	850	4–6	S.G.	1	Chain.	Axle..	2	28-4	0
Centaur.. 1926-7G	484	Ride..	Wheel...	12″	2½	1240	14	No....	6	LeRoi.	2	3½x4½	L.	Eise...	Zenith....	Pro.	CiSp..	ThS...	SP....	1500	5¼–4½	S.G...	1	Chain.	Axle..	2	28-4	0
*Federal..... A	195	Walk..	H-Bars..	7″	¾–2¾	250	9½	Uni...	1½	B&S..	1	2½x2½	L.	Own...	Own.....	Own	CiSp..	Air....	Jaw...	0	None...	JC....	1	Sp-IG.	Axle..	2	20-3	0
Kinkade.....	190	Walk..	H-Bars..	5″	1½–2½	180	9	Uni...	1½–3	Own..	1	3x3	I.	Berl...	Scheb-½..	Own	CiSp..	Air....	Jaw...	1000	3–3	JC....	1	IG....	Spokes	1	22-5¼	2
Red E (Lawn Mower)..... A	190	Walk..	H-Bars..	None..	1–4	185	....	No....	½	B&S..	1	2¼x2¼	I.	B&S..	B&S.....	B&S	CiSp..	Air...	M.D..	1750	2–2	Fric...	1	Chain.	Axle..	2	11-2½	0
Red E.....	275‡	Walk..	H-Bars..	7″	9–3	450	8‡	Uni...	1½	Own..	4	3¾x4	I.	ABos..	Hol-⅞ ..	Don	CiSp..	Air...	Jaw...	.....	3–3½	JC....	1	Worm.	Axle..	2	20-2‡	2
Shaw..... T-25	200	Walk..	H-Bars..	7″	¾–2½	250	10½	Hor...	1–2	B&S..	1	2½x2½	L.	B&S..	Own.....	Don	CiSp..	Air...	Band..	300	5½–2	.....	2	Sp. G.	Spokes	2	26–22	0
Sprywheel.... DC	125	Walk..	H-Bars..	4″	1½–3	175	11	Ver....	.....	Own..	1	2½x2½	L.	Own..	Own-½...	Own	Mix...	Air...	Jaw...	0	None...	JC....	1	Ch-G..	IG....	1	20-3½	2
Standard.....	242	Walk..	H-Bars..	6″	1½–2½	225	16	Uni...	½–3	Own..	1	3x3	I.	Kok..	Zenith-½.	Own	CiSp..	Air...	Jaw...	1000	3–3	JC....	1	Sp.G..	Axle..	2	32-3	2
Utilitor..... 502	295	Walk..	H-Bars..	10″	1½–4	750	8	Uni...	2¼–4	Own..	1	3½x4½	L.	Eise°..	Hol-⅞...	Own	CiSp..	ThS...	Cone..	1200	4⅝–3¾	Direct	1	IG....	.....	2	24¾–4	2
Utilitor..... 502A	345	Ride..	H-Bars..	10″	1½–4	925	8	Uni...	2¼–4	Own..	1	3½x4½	L.	Eise...	Hol-⅞...	Own	CiSp..	ThS...	Cone..	1200	4⅝–3¾	Direct	1	IG....	.....	2	24¾–4	2

ABBREVIATIONS:

*—1926 Specifications
‡—Larger wheels at extra cost
°—Others used
ABos—American Bosch
B&S—Briggs and Stratton
Berl—Berling
Ch.G—Chain and Gear
CiSp—Circulating Splash
Don—Donaldson
Eise—Eisemann
Fric—Friction
Gil—Gilson
H-Bars—Handle Bars
Hol—Holley
Hor—Horizontal
IG—Internal Gear
I—In Head
J.C.—Jaw Clutch
NW—New Way
King—Kingston
Kok—Kokomo
L—"L" Head
M.D.—Multiple Dry Disk
Mix—Mix Oil with Fuel
Pre—Pressure
Pro—Protectomotor
S.G.—Sliding Gear
SP—Single Plate
Spec—Special
Sp.G—Spur Gear
Scheb—Schebler
Sp-IG—Spur and Internal Gear
ThS—Thermo Syphon
Uni—Universal
Ver—Vertical

Statistics Show Car Thefts Have Been Increasing

AUTOMOBILE THEFT STATISTICS

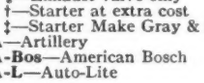
From data compiled by National Automobile Dealers' Association

	1922			1923			1924			1925		
	Stolen	Recovered	%	Stolen	Recovered	%	Stolen	Recovered	%	Stolen	Recovered	%
New York	7107	3220	45	7959	4865	61	10064	7101	71	11895	8659	73
Chicago	3636	3919	108	2334	2334	89	4946	4038	82	7537	5953	78
Detroit	3194	2836	89	4428	3654	82	7187	6029	84	11750	9959	85
Cleveland	1730	1293	75	2307	1867	81	2646	2283	86	3748	3252	87
Los Angeles	4802	2772	58	4218	3450	82	7326	5100	70	8392	7313	87
Kansas City	1237	1154	93	1555	1315	85	1563	1300	83	1638	1389	85
Portland, Ore.	472	441	93	556	544	98	839	804	96	1223	1177	96
Denver	820	742	91	772	720	93	1000	968	97	1036	1003	96
San Francisco	1960	1924	98	2154	2104	98	3257	3195	98	3746	3689	98
St. Louis	1708	1452	85	2535	2182	86	3440	2877	84	3436	3416	99
Seattle	810	687	85	1342	1213	90	2089	1857	89	2064	1881	91
Indianapolis	883	806	91	1066	981	92	2054	1906	93	2472	2074	84
Boston	379	310	82	516	202	39	785	425	54	5490	4881	89
Salt Lake City	432	404	93	430	418	97	734	722	98	1053	1023	97
Oakland, Cal.	713	639	90	1015	969	95	1590	1540	97	2019	1948	96
Omaha	856	819	95	558	568	102	615	721	117	715	840	118
Columbus, Ohio	349	328	94	511	486	95	1017	988	97	1137	1109	98
Cincinnati	691	484	70	963	855	89	1201	1042	87	2641	2401	91
Oklahoma City	518	369	71	356	281	79	303	276	91	389	311	80
Albany, N. Y.	322	237	74	329	216	66	452	281	62	404	205	51
Buffalo	1609	1418	88	2102	1880	89	2451	2322	95	1904	1750	92
Newport, R. I.	28	28	100	24	24	100	31	30	97	32	32	100
York, Pa.	25	18	72	30	27	90	30	29	97	48	50	104
Grand Rapids	345	319	93	391	362	93	523	503	96	792	754	95
Richmond, Va.	287	242	84	308	286	93	446	394	88	478	419	88
Dayton	249	233	94	313	348	113	366	406	111	485	464	96
Lowell, Mass.	64	54	84	47	42	89	69	58	84	74	64	87
Evansville	108	102	94	196	191	97	307	289	94	526	479	91
Total	**35,334**	**27,240**	**77**	**39,612**	**32,384**	**82**	**57,331**	**47,484**	**83**	**77,174**	**66,420**	**86**

American

MAKE AND MODEL	GENERAL				ENGINE																					
												Valves				Oiling System			Fuel System		Electrical System				
																					Ignition				
	Price $	Wheelbase (Ins.)	Tire Size (Ins.)	Weight with Cab (Lbs.)	Make and Model	No. of Cylinders, Bore and Stroke (Ins.)	Rated H. P. (N.A.C.C.)	Piston Displacement (Cu. Ins.)	Compression Ratio	Suspension	Cylinder Head	Number Cast in One Piece	Arrangement	Head Material	Drive	Piston Material	Type	Pump Type	Water Circulation	Carbureter Make	Fuel Feed	Make	Current Source	Generator and Starter Make	Voltage
Bauer	2450	115	30x5	4100	Buda WTU	4-3¾x5½	22.50	226.4	4.10	3	Det.	4	L.	Ast.	Heli.	SS.	Pr Cs.	Gear.	Pump.	Zenith	Vac.	ABos.	B.	ABos.	6-8
Checker F	2500	117	33x5	4300	Buda WTU	4-3¾x5½	22.50	226.4	4.10	3	Det.	4	L.	Ast.	Heli	SS.	Pr Cs.	Gear.	Pump.	Zenith	Vac.	RBos.	M.	A-L.	6-8
Checker G4	....	117½	32x6.75	4500	Buda WTU	4-3⅞x5⅛	22.50	226.4	4.10	3	Det.	4	L.	Ast.	Heli	SS.	Pr Cs.	Gear.	Pump.	Zenith	E-P.	A-L.	B.	A-L.	6-8
Checker G6	....	124¾	32x6.75	4700	Buda..HS6	6-3⅛x4½	27.34	241 6	4.40	3	Det.	6	L.	Sil§.	Heli	CI.	Fl Pr.	Gear.	Pump.	Zenith	E-P.	A-L.	B.	A-L.	6-8
Dodge Brothers	2975	116	31x5.25	....	Own	4-3⅞x4½	24.03	212.3	4.0	3	Det.	4	L.	Sil§.	Heli	Al.	Sp Pr.	Ecc.	Pump.	Stewart	Vac.	N-E.	B.	N-E.	6
Driggs	1950	109	30x3½	2200	Own	4-3¼x4½	16.90	149.0												Zenith	Gra.	ABos.	M.	ABos.	6-8
Elcar 8-81	2300	127	32x6.50	3480	Lyc 4HM.	8-3¼x4½	33.80	298.6	5.0	4	Det.	8	L.	Sil§.	Cha.	CI.	Pr Cs.	Gear.	Pump.	Swan	Vac.	D-R.	B.	D-R.	6-8
Gotfredson 24 T	2600	116⅝	32x6.20	4180	Buda WTU	4-3¾x5⅛	22.50	226.4	4.10	3	Det.	4	L.	CI.	Heli	SS.	Pr Cs.	Gear.	Pump.	Zenith	Vac.	RBos.	BM.	D-R.	6-8
H. C. S. 5	1975	110	29x4½	3340	Wauk 2	4-3¼x4½	16.90	149.0	4.5	3	Det.	4	L.	CI.	Heli	CI.	Pr Cs.	Ecc.	ThS.	Zenith	Gra.	ABos.	B.	ABos.	6-8
§§**Luxor** L	2897	117¾	33x4½	4000	Buda WTU	4-3¾x5⅛	22.50	226.4	4.10	3	Det.	4	L.	Ast.	Heli	SS.	Pr Cs.	Gear.	Pump.	Zenith	Vac.	ABos.	M.	ABos.	6-8
Majestic 5-D	2665	118½	30x5	4270	Buda WTU	4-3¾x5⅛	22.5	226.4	4.10	3	Det.	4	L.	Ast.	Heli	SS.	Pr Cs.	Gear.	Pump.	Zenith	Vac.	ABos.	M.	ABos.	6-8
§§**Moller (Astor)**	2295	118	33x4½	4260	Buda WTU	4-3¾x5⅛	22.50	226 4	4.10	3	Det.	4	L.	Ast.	Heli	SS.	Pr Cs.	Gear.	Pump.	Zenith	Vac.	RBos.	M.	RBos.	6-8
Oakland 6	1195	113	30x5.25	2030	Own OS	6-2⅞x4¾	19.84	185.0	4.8	3	Det.	6	L.	Sil.	Cha.	SS.	Pr Ck.	Gear.	Pump.	Marvel	Vac.	D-R.	B.	D-R.	6-8
Pennant	2895	118	33x4½	3800	Buda WTU	4-3¾x5⅛	22.50	226.4	4.10	3	Det.	4	L.	Ast.	Heli	SS.	Pr Cs.	Gear.	Pump.	Zenith	Vac.	ABos.	M.	West*.	6-8
Premier 4-F	2400	112	30x5	4150	Buda WTU	4-3¾x5⅛	22.50	226.4	4.10	3	Det.	4	L.	Ast.	Heli	SS.	Pr Cs.	Gear.	Pump.	Zenith	Vac.	ABos.	B.	ABos.	6-8
Rauch & Lang T	2350	112	33x4½	3400	Buda..WU	4-3¾x5⅛	22.50	226.4	4.10	3	Int.	4	L.	Ast.	Heli	SS.	Pr Cs.	Gear.	ThS.	Zenith	Gra.	ABos.	M.	†Dyne‡.	6-8
Roamer 8-88	3285	136	32x6.20	3980	Lyc 4HM.	8-3¼x4½	33.8	298.6	5.0	4	Det.	8	L.	Sil§.	Cha.	CI.	Pr Ck.	Gear.	Pump.	Schebler	Vac.	A-L.	B.	A-L.	6-8
Royal Martel	....	116	32x6.20	....	Lyc CE	4-3 1/16x5	21.8	213.6	4.1	3	Det.	4	L.	Sil.	Heli	CI.	Pr Cs.	Gear.	Th S.			RBos.	BM.		6-8
Willys-Knight GHF	2250	118	32x4½	....	Own 65	4-3⅝x4½	21.03	185.8	....	4	Det.	4	S.	None.	Cha.	Al.	Pr Cs.	Gear.	ThS.	Tillotson	Vac.	A-L.	B.	A-L.	6-8
Yellow 05	2600	114	30x5	4175	Own S	4-3 7/16x5	18.90	185.6	4.8	4	Det.	4	S.	None.	Cha.	CI.	Pr Cs.	Gear.	ThS.	Zenith	Gra.	N-E.	B.	N-E.	6-8
Yellow	1795	114	30x5	....	Cont 18U	6-3¼x4⅝	25.3	230.2	4.5	3	Det.	6	L.	Sil§.	Cha.	CI.	Pr Cs.	Gear.	Pump.	Zenith	Vac.	D-R.	B.	D-R.	6-8

ABBREVIATIONS:
*—At extra cost
°—Others furnished
§§—1926 specifications
§—Exhaust valve only
†—Starter at extra cost
‡—Starter Make Gray & Davis
A—Artillery
A-Bos—American Bosch
A-L—Auto-Lite
Al—Aluminum
Ast—Alloy Steel
B—Battery
B-L—Brown-Lipe
B&B—Borg & Beck
BM—Battery & Magneto
C&L—Cam and Lever
Cha—Chain
CI—Cast Iron
Cle—Cleveland
Col—Columbia
CR—Central Reservoir
D—Disc
Det—Detachable
Det—Detroit
D-R—Delco-Remy
Dyne—Dyneto
Ecc—Eccentric
Eng—Unit with Engine
E-P—Electric Pump
Ext-Ds—External Drive Shaft
Ext-Fw—External Four Wheels
Ext-Rw—External Rear Wheel
f—Fabric
FlPr—Full Pressure to all Bearings including wrist pins
¾ F—¾ Floating
½ F—½ Floating
Gra—Gravity
F F—Full Floating
Gem—Gemmer
Hell—Helical Gear
Hyd—Hydraulic
Int—Integral
Int-Rw—Internal Rear Wheel
L—Both Valves at Side
Lav—Lavine
Lyc—Lycoming



American

MAKE AND MODEL	ENGINE												IGNITION AND LIGHTING SYSTEM					
									Carbureter		Oiling System					Ignition	Lighting		
	Type	Number of Cylinders—Bore and Stroke (Ins.)	Cycle	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Valve Arrangement	Piston Material	Make	Size (Ins.)	Type	Pump Type	Lubricant Type	Type	Current Source	Make	Stock or Optional	Type	Make
Ace F	Vert.	4-2¾x3¼	4	12.10	22-3800	77.2	OhI Si E.	Cast I.	Schebler	1⅛	F Press.	Gear.	OO.	Ge&Ig SeU	Mag.	Split.	Stk.	Ele.	Split.
Ace SF	Vert.	4-2¾x3¼	4	12.10	24-4000	77.2	OhI Si E.	Alum A.	Schebler	1⅛	F Press.	Gear.	OO.	Ge&Ig SeU	Mag.	Split.	Stk.	Ele.	Split.
Cleveland H	Vert.	4-2¼x2 11/16	4	8.00	16-4000	45.0	OhI Si E.	Cast I.	Schebler	1	Sp Pr.	Gear.	OO.	Ge&Ig SeU	Mag.	RBosch	Opt.	Ele.	Split.
Emblem 106	Vee.	2-2⅝x3	3	5.51	5-1800	50.0	OhI Si E.	Cast I.	Schebler	¾	Press	Gear.	OO.	Ign Syst only	Mag.	Eric.	Stk.	Opt.	Any
Evans Power Cycle G	Vert.	1-2 x1¾	2	.....	1.5-3000	5.5	3 Port.	Cast I.	Own	⅝	Splash.	None	OG.	Ge&Ig Comb	Mag.	Bosch.	Stk.	Ele.	Bosch
Excelsior Super X	Vee.	2-3 x3 3/32	4	7.20	15-3400	45.5	OhI Si E.	Cast I.	Schebler	1	Splash.	Pist.	OO.	Ge&Ig Comb	Mag.	Split.	Stk.	Ele.	Split
Excelsior Sup Sport X	Vee.	2-3 x3 3/32	4	7.20	25-4500	45.5	OhI Si E.	Alum A.	Schebler	1¼	Splash	Pist.	OO.	Ge&Ig Comb	Mag.	Split.	Stk.	Ele.	Split
Harley-Davidson A	Vert.	1-2⅞x3¼	4	3.31	8-4600	21.1	Si by Si.	Cast I.	Schebler	1⅛	Splash.	Pist.	OO.	Ign Syst only	Mag.	RBosch	Opt*.	Gas.	
Harley-Davidson B	Vert.	1-2⅞x3¼	4	3.31	8-4600	21.1	Si by Si.	Cast I.	Schebler	1⅛	Splash.	Pist.	OO.	Ge&Ig Comb	Bat.	Own.	Stk.	Ele.	Own
Harley-Davidson AA	Vert.	1-2⅞x3¼	4	3.31	12-5000	21.1	In Head.	Alum A.	Schebler	1¼	Splash.	Pist.	OO.	Ign Syst only	Mag.	RBosch	Opt*.	Gas.	
Harley-Davidson BA	Vert.	1-2⅞x3¼	4	3.31	12-5000	21.1	In Head.	Alum A.	Schebler	1¼	Splash.	Pist.	OO.	Ge&Ig Comb	Bat.	Own.	Stk.	Ele.	Own
Harley-Davidson 27J	Vee.	2-3⅛x3½	4	3.76	19-3800	60.3	OhI Si E.	Cast I.	Schebler	1¼	Splash.	Pist.	OO.	Ge&Ig Comb	Bat.	Own.	Stk.	Ele.	Own
Harley-Davidson 27F	Vee.	2-3⅛x3½	4	8.76	19-3800	60.3	OhI Si E.	Cast I.	Schebler	1¼	Splash	Pist.	OO.	Ign Syst only	Mag.	Bosch	Opt*.	Gas.	
Harley-Davidson 27JD	Vee.	2-3⅛x4	4	9.45	24-4000	74.0	OhI Si E.	Cast I.	Schebler	1¼	Splash.	Pist.	OO.	Ge&Ig Comb	Bat.	Own.	Stk.	Ele.	Own
Harley-Davidson 27FD	Vee.	2-3⅛x4	4	9.45	24-4000	74.0	OhI Si E.	Cast I.	Schebler	1¼	Splash.	Pist.	OO.	Ign Syst only	Mag.	Bosch.	Opt*.	Gas.	
Henderson DeLuxe	Vert.	4-2 11/16x3½	4	11.56	27-3400	79.4	Si by Si.	Cast I**.	Zenith	1	F Press.	Gear.	OO.	Ge&Ig Comb	Mag.	Split.	Stk.	Ele.	Split
Indian "G" Scout	Vee.	2-2¾x3 1/16	4	6.05	13.0-3400	36.4	Si by Si.	Cast I.	Schebler	¾	Splash.	Pist.	OO.	Ge&Ig SeU	Mag.	Split.	Stk.	Ele.	Split
Indian "H" Chief	Vee.	2-3⅛x3 11/16	4	7.81	19.3-3400	60.9	Si by Si.	Cast I.	Schebler	1¼	Splash.	Pist.	OO.	Ge&Ig SeU	Mag.	Split.	Stk.	Ele.	Split
Indian "HP" Big Chief	Vee.	2-3¼x4 7/16	4	8.45	22-3400	73.6	Si by Si.	Cast I.	Schebler	1¼	Splash.	Pist.	OO.	Ge&Ig SeU	Mag.	Split.	Stk.	Ele.	Split
Indian "L" Prince	Vert.	1-2¾x3 11/16	4	3.02	8.7-4000	21.2	Si by Si.	Cast I.	Schebler	¾	Splash.	Pist.	OO.	Ge&Ig SeU	Mag.	Split.	Stk.	Ele.	Split
Ner-A-Car Type B	Vert.	1-2⅝x2⅞	2	4.0	5-2500	15.5	3 Port.	Cast I.	Brown&B	1 1/16	Splash.	None	OG.	Ge&Ig SeU	Mag.	Eisem.	Stk.	Ele.	Eisem

ABBREVIATIONS:
Alum A—Aluminum Alloy.
Bat—Battery.
Brown & B—Brown & Barlow.
Cast I—Cast Iron.
Chann—Channel Steel.
Diam—Diamond,
D Loop—Double Loop.
Dry D—Dry Disk.
Eisem—Eisemann.
Ele—Electric.
Eric—Ericsson.
Ext—External.
F Press—Full pressure.
Fric—Friction.
Ge & Ig Comb—Generator and Ignition Units Combined.
Ge & Ig Se U—Generator and Ignition Separate Units.
G on HB—Grip on Handle Bars.
HS—Helical Spring.
Hand L—Hand Lever.
Ign Syst only—Ignition System only.
Int—Internal.
Keyst—Keystone.

Taxicabs

TRANSMISSION													RUNNING GEAR									MAKE AND MODEL
Clutch		Gearset			Universal Joints		Rear Axle						Brakes				Steering Gear					
													Type and Location									
Make	Type	Make	Location	No. of Forward Speeds	Number and Make	Type	Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Foot	Hand	Schackles Type	Front Axle Make	Make	Type	Chassis Lubrication	Length of Rear Spring (Ins.)	Wheels, Type	Frame Make	
Fuller	S P	Fuller	Eng.	3	2-Blood	m	Col	FF	S B	4.50	Sp	Sp	Ext-Rw	Ext-Ds	m	Col	Gem	W & S	P G	55½	D.	Smith	Bauer
Fuller	M D D	Fuller	Eng.	3	2-Blood	m	Col	¾ F	S B	5.12	Sp	Sp	Ext-Rw	Ext-Ds	m	Col	Gem	W & G	P G	57⅝	D.	P & B	Checker F
Fuller	M D D	Fuller	Eng.	3	2-Cle	m	Col	¾ F	S B	5.12	Sp	Sp	Ext-Rw	Ext-Ds	r	Col	Jones	W & N	P G	59½	D.	P & B	Checker G4
Fuller	M D D	Fuller	Eng.	3	2-Cle	m	Col	¾ F	S B	5.12	Sp	Sp	Ext-Rw	Ext-Ds	r	Col	Jones	W & N	P G	59½	D.	P & B	Checker G6
Own	M D D	Own	Eng.	3	-Own	m	Own	½ F	S B	4.17	Sp	TT	Ext-Rw	Int-Rw	m	Own	Gem	W & S	P G	55	D.	Smith	Dodge Brothers
Fuller	M D D	Fuller	Eng.	3	2-Spicer	m	Own	¾ F			Sp	Sp	Ext-Rw	Int-Rw	m	Sal	Lav	W & W				Own	Driggs
Long	M D D	War G	Eng.	3	2-Spicer	m	Sal	½ F	S B	4.70	Sp	Sp	Ext-Rw	Ext-Ds	m	Sal	Ross	C & L	Bowen	58	O.	P & B	Elcar 8-81
B & B	S P	Det	Eng.	3	2-Spicer	m	Sal	½ F	S B	5.1	Sp	Sp	Ext-Fw	Ext-Ds	m	Sal	Ross	C & L	P G	56⅛	C.	Mid	Gotfredson 24 T
B & B	S P	War G	Eng.	3	2-Mech	m	Own	¾ F	S B		Sp	Sp	Int-Rw	Ext-Ds	m	Own	Ross	C & L	P G		D.		H. C. S. 5
Fuller	M D D	Fuller	Eng.	3	2-Spicer	m	Col	¾ F	S B	4.5	Sp	Sp	Ext-Rw	Ext-Ds	m	Col	Ross	C & L	P G	58	D.	Hyd	Luxor L§
Fuller	M D D	Fuller	Eng.	3	2-Spicer	m	Col	FF	S B	4.9	Sp	Sp	Ext-Rw	Ext-Ds	m	Col	Ross	C & L	CR	61	A.	Hyd	Majestic 5-D
Fuller		Fuller	Eng.	3	2-Spicer	m	Col	F F	S B	5.12	Sp	Sp	Ext-Rw	Ext-Ds	m	Col	Ross	C & L			D.		Moller (Aster) §
Own	SP	Mun	Eng.	3	2-Mech	m	Own	½ F	S B	4.73	Sp	Sp	Ext-Fw	Ext-Ds	m	Own	Jacox	S & N	P G	52	A.	Smith	Oakland 6
Fuller	M D D	Fuller	Eng.	3	2-Blood	m	Col	¾ F	S B	4.87	Sp	Sp	Ext-Rw	Int-Rw	m	Col	Jones	S & N	P G	57	D.	Savage	Pennant
Fuller	M D D	Fuller	Eng.	3	2-Pick	f	Col	¾ F	S B	4.50	Sp	Sp	Ext-Rw	Ext-Ds	r	Col	Ross	C & L	P G	59⅛	D.	P & B	Premier 4F
Detlaff	M D D	Det	Eng.	3	2-Spicer	m	Sta	½ F	S B	5.10	Sp	Sp	Ext-Rw	Ext-Ds	m	Sta	Gem	W & W	P G	59½	D.	P & B	Rauch & Lang T
Jones	S P	Jones	Eng.	3	2-Mech	m	Tim	½ F	S B	4.9	Sp	Sp	Ext-Fw	Ext-Ds	m	Sal	Ross	C & L	P G	60	O.	Hyd	Roamer 8-88
B & B	S P	WarG	Eng.	3	2-Mech	m	Sal	¾ F	S B	4.7	Sp	Sp	Ext-Rw	Ext-Ds	m	Sal	Ross	C & L	P G	51	D.	P & B	Royal Martel
Own	M D D	Own	Eng.	3	2-Mech	m	Own	¾ F	S B	4.12	Sp	Sp	Ext-Rw	Int-Rw	m	Own	Own		P G			Own	Willys-Knight GHF
B-L	M D O	B-L	Eng.	3	1-Spicer	m	Tim	½ F	S B	°4.9	Sp	Sp	Ext-Rw	Ext-Ds	r	Tim	Ross	C & L	P G	56¾	D.	P & B	Yellow 05
Long	S P	Det	Eng.	3			Tim	½F	S B		Sp	Sp	Int-Fw	Ext-Ds		Tim	Ross	C & L	P G	57½	D.		Yellow

M—Magneto
m—Metal
Mech—Mechanics Machine Co.
MDD—Multiple Dry Disc
MDO—Multiple Disc in Oil
Mid—Midland
Mun—Muncie
N-E—North East
O—Optional

P&B—Parish & Bingham
P G—Pressure Gun
PrCs—Pressure to all Crankshaft and connecting rod bearings, splash to other parts
PrCk—Pressure to main, connecting rod and camshaft bearings, splash to others

r—rubber
RBos—Robert Bosch
S—Sleeve Type
Sal—Salisbury
S B—Spiral Bevel
Sil—Silicon Chromium
S&N—Screw and Nut
Sp—Springs

S P—Single Plate
Sp Pr—Pressure to main crankshaft bearings only, splash to connecting rods and other parts
S S—Semi Steel
Sta—Standard
Th S—Thermo Siphon
Tim—Timken

TT—Torque Tube
Vac—Vacuum
WarG—Warner Gear
Wauk—Waukesha
West—Westinghouse
W & G—Worm and Gear
W & N—Worm and Nut
W & S—Worm and Sector
W & W—Worm and Wheel

Motorcycles

TRANSMISSION										WHEELS AND FRAME							MISCELLANEOUS					Weights		Prices		MAKE AND MODEL
Clutch		Gearset				Gear Ratios									Brakes											
Type	Controlled by	Type	Number of Forward Speeds	Reverse Gear Fitted?	Rear Wheel Sprung?	Engine to Gearset	Low	Second	Third	Final Drive Type	Wheelbase (Ins.)	Tire Size (Ins.)	Frame Type	Front Spring Type	Starting System	Foot	Hand	Maximum High Speed (M.P.H.)	Gasoline Tank Capacity (Gals.)	Oil Tank Capacity (Qts.)	Height of Saddle Above Ground (Ins.)	Minimum Road Clearance (Ins.)	Electrically Equipped (Lbs.)	Not Equipped (Lbs.)	Equipped	Not Equipped	
Oil D	P&HL	Prog	3	No.	No.					Chain	56	27x3½	Diam	HS	Kick	Ext	Ext	75	3¾	4	26¼	4½	395		400.00		Ace F
Oil D	P&HL	Prog	3	No.	No.					Chain	56	27x3½	Diam	HS	Kick	Ext	Ext	85	3¾	4	26¼	4½	395		420.00		Ace SF
Dry D	Pedal	Prog	3	No.	No.	1.7	9.65	6.25	4.12	Chain	58	27x3.8	DLoop	HS	Kick	Ext	Int°	75	4	3	27	5½	350		345.00		Cleveland H
Dry D	P&GH	Fric	3	No.	No.	1.50	8.00	5.00	3.00	Chain	52	25x2½	Loop	HS	Kick	Ext	None	50	2	2	29		220	210	240.00	200.00	Emblem 106
None	None	None	1	No.	No.	None	10.10	None	None	Belt	49	26x2	Loop	HS	Pedal	Hub	None	30	1½		30	6	72		120.00		Evans Power Cycle G
Oil D	Pedal	Prog	3	No.	No.	2.56	12.00	8.00	5.00	Chain	56½	25x3.8	DLoop	HS	Kick	Ext‡	None	65	3	3			320	290	285.00	250.00	Excelsior Super X
Oil D	Pedal	Prog	3	No.	No.	2.56	12.00	8.00	5.00	Chain	56½	25x3.8	DLoop	HS	Kick	Ext‡	None	90	3	3			320	290	350.00	315.00	Excelsior Sup Sport X
Dry D	Pedal	Prog	3	No.	No.	2.42	15.60	9.66	5.98	Chain	55	26x3.3	Loop	HS	Kick	Ext	Int*	65	3	3	26	4¾		243		210.00	Harley-Davidson A
Dry D	Pedal	Prog	3	No.	No.	2.42	15.60	9.66	5.98	Chain	55	26x3.3	Loop	HS	Kick	Ext	Int*	65	3	3	26	4¾	265		235.00		Harley-Davidson B
Dry D	Pedal	Prog	3	No.	No.	2.42	14.95	9.26	5.73	Chain	55	26x3.3	Loop	HS	Kick	Ext	Int*	55	3	3	26	4¾		243		250.00	Harley-Davidson AA
Dry D	Pedal	Prog	3	No.	No.	2.42	14.95	9.26	5.73	Chain	55	26x3.3	Loop	HS	Kick	Ext	Int*	55	3	3	26	4¾	265		275.00		Harley-Davidson BA
Dry D	Pedal	Prog	3	No.	No.	2.53	9.77	6.52	4.34	Chain	60	27x3.8	Loop	HS	Kick	Ext	Int‡	68	4¼	4	27	5	408		315.00		Harley-Davidson 27J
Dry D	Pedal	Prog	3	No.	No.	2.53	9.77	6.52	4.34	Chain	60	27x3.8	Loop	HS	Kick	Ext	Int‡	68	4¼	4	27	5		380		295.00	Harley-Davidson 27F
Dry D	Pedal	Prog	3	No.	No.	2.69	9.50	6.33	4.22	Chain	60	27x3.8	Loop	HS	Kick	Ext	Int‡	78	4¼	4	27	5	410		320.00	315.00	Harley-Davidson 27JD
Dry D	Pedal	Prog	3	No.	No.	2.69	9.50	6.33	4.22	Chain	60	27x3.8	Loop	HS	Kick	Ext	Int‡	78	4¼	4	27	5		376		310.00	Harley-Davidson 27FD
Oil D	Pedal	Prog	3	*	No.	1.60	12.00	7.30	4.50	Chain	60	27x3.8	DLoop	HS	Kick	Ext‡	None	75	4	4			408	375	415.00	380.00	Henderson DeLuxe
Oil D	Pedal	Prog	3	No.	No.	2.57	12.07	7.68	4.89	Chain	54	25x3.8	DLoop	LS	Kick	Int	None	60	3½	3.0	30	4½	320		285.00	250.00	Indian "G" Scout
Oil D	Pedal	Prog	3	No.	No.	2.55	11.97	7.62	4.85	Chain	60½	27x3.8	DLoop	LS	Kick	Ext	None	70	3½	3.0	30	4¾	425		325.00	290.00	Indian "H" Chief
Oil D	Pedal	Prog	3	No.	No.	2.55	11.43	7.27	4.63	Chain	60½	27x3.8	DLoop	LS	Kick	Ext	None	75	3½	3.0	30	4¾	430		335.00	300.00	Indian "HP" Big Chief
Dry D	HandL	Prog	3	No.	No.	2.53	19.61	10.89	6.05	Chain	54	25x2.5	Keyst	HS	Kick	Ext	None	45	2¾	3.0	29	3¾	270		225.00	195.00	Indian "L" Prince
Fric	GonHB	Fric	5	No.	No.	5.75	11.50	8.62	7.18	Chain	56	26x3.3	Chann	HS	Kick	Int	Int*.	35	2		28	6	190		190.00		Ner-A-Car Type B

LS—Leaf Spring.
Mag—Magneto.
O G—Mix Oil with Gasoline.
Oh I Si E—Overhead Inlet Side Exhaust.
Oil D—Oil Disk.

O O—Oil Only.
Opt—Optional.
P & G H—Pedal and Grip on Handle Bars.
P & H L—Pedal and Hand Lever.
Pist—Piston.

Press—Pressure
Prog—Progessive Sliding.
RBosch—Robert Bosch.
Si by Si—Side by Side.
Split—Splitdorf.
Sp Pr—Splash with Pressure.

Stk—Stock Equipment.
Vert—Vertical.
*—Optional at extra cost.
°—Operated by Heel.
**—Aluminum pistons at extra cost.
†—Crank Case capacity.
‡—Foot Internal Brake at extra cost.

American Stock Clutches

MAKE AND MODEL	Designed For	Rated Torque Capacity, (Lbs. ft.)	Type	Facing Material	Mean Radius of Each Friction Face (Ins.)	DIAMETER OF FACING		No. of Driving Members	No. of Driven Members	Disk or Plate Material	No. of Springs	PRESSURES (Lbs.)				Overall Outside Diameter of Clutch (Ins.)	Type of Throwout Bearing	DRIVEN TAKEN BY		Means of Adjustment	Is Clutch Brake Provied?	Bell Housing (S.A.E.) (Nos.)	Weight (Lbs.)
						Maximum (Ins.)	Minimum (Ins.)					Total Spring Pressure	Total Pressure on Friction Face	Presure per Sq. Ins. of Friction Surface	Pressure Required at Thrust Bearing to Disengage			From Flywheel to Driving Members of Clutch	Fr'm Driv'g Memb's of Clutch to Driving Shaft of Clutch				
Borg & Beck.....FGX	T & B.....	200	S P...	Wo...	4.78	11.87	7.25	2	1	Steel..	1	275	2200	31.6	300	13⅜	Ann B..	Pins...	Splines.	S C P.	Yes..	1, 2, 3...	37
Borg & Beck.....RGS	T & B.....	200	S P...	Wo...	4.78	11.87	7.25	2	1	Cast I.	1	275	2200	31.6	300	13⅜	Ball T..	Pins...	Splines.	S C P.	Yes..	None....	52
Borg & Beck.....11 QL	C & T.....	180	S P...	Wo...	4.40	10.87	6.75	2	1	Steel..	1	300	1500	27.0	300	11¼	Plain...	Pins...	Splines.	S C P.	No...	None....	22½
Borg & Beck.....FJX	T & B.....	300	S P...	Wo...	5.40	13.87	7.75	2	1	Steel..	1	275	2200	21.0	300	15½	Ann B..	Keys...	Splines.	S C P.	Yes..	1, 2.....	54½
Borg & Beck.....8Q	Cars.....	90	S P...	Wo...	3 25	7.87	5.12	2	1	Steel..	1	250	900	32	275	8¼	Opt....	Pins...	Splines.	S C P.	No...	.....	12½
Borg & Beck.....9Q, 9QL	Cars.....	125	S P...	Wo...	3.75	8.87	6.12	2	1	Steel..	1	275	1100	34	300	9¼	Opt....	Pins...	Splines.	S C P.	No...	.....	13⅜
Borg & Beck...10Q, 10QL	Cars.....	155	S P...	Wo...	4.15	9.87	6.75	2	1	Steel..	1	275	1300	33	300	10¼	Opt....	Pins...	Splines.	S C P.	No...	.....	17⅜
Borg & Beck.....11Q	.....	180	S P...	Wo...	4.40	10.87	6.75	2	1	Steel..	1	300	1500	27	330	11¼	Opt....	Pins...	Splines.	S C P.	No...	.....	22½
Brown-Lipe.....65	T & B.....	Var...	M D..	Mo...	3.87	9.25	6.25	13	13	Steel..	2	330	330	13.0	330	9¾	Ball T..	Gear T.	Keys...	Sp B..	Yes..	1, 2, 3..	Var...
Brown-Lipe.....70	T & B.....	.....	M D..	Mo...	3.87	9.25	6.25	14	14	Steel..	2	330	330	13.0	330	9¾	Ball T..	Gear T.	Keys...	Sp B..	Yes..	1, 2, 3..	Var...
Brown-Lipe.....20	C & T.....	84	M D..	Wo...	3.65	8.45	6.25	3	3	Steel..	2	330	330	13.0	330	9¼	Ball T..	Gear T.	Keys...	Sp B..	Yes..	3, 4.....	Var...
Brown-Lipe.....30	C & T.....	125	M D..	Wo...	3.65	8.43	6.25	4	4	Steel..	2	330	330	13.0	330	9¼	Ball T..	Gear T.	Keys...	Sp B..	Yes..	2, 3, 4...	Var...
Brown-Lipe.....A	C & T.....	165	S P..	Mo...	4.18	9.87	6.75	1	2	Steel	12	285	1995	50.0	285	.....	Ball T..	Pins...	Splines.	Th R..	Yes..	2, 3, 4...	Var...
Brown-Lipe.....35	C, T, B Tr..	184	M D..	Wo...	3.65	8.43	6.25	5	5	Steel..	2	330	330	13.0	330	9¼	Ball T..	Gear T.	Keys...	Sp B..	Yes..	2, 3, 4...	Var...
Brown-Lipe.....50	C, T, B Tr...	208	M D..	Wo...	3.65	8.43	6.25	6	6	Steel..	2	330	330	13.0	330	9¼	Ball T..	Gear T.	Keys...	Sp B..	Yes..	2, 3.....	Var.
Brown-Lipe.....55	T, B, Tr.....	250	M D..	Wo...	3.65	8.43	6.25	7	7	Steel..	2	330	330	13.0	330	9¼	Ball T..	Gear T.	Keys...	Sp B..	Yes..	1, 2, 3..	Var...
Brown-Lipe.....61	C, T & B....	Var...	M D..	Mo...	3.87	9 25	6.25	10	10	Steel	2	330	330	31.0	330	9¾	Ball T..	Gear T.	Keys...	Sp B..	Yes..	2, 3.....	Var...
Brown-Lipe.....60	T, B & Tr...	275	M D..	Wo...	3.65	8.43	6.25	8	8	Steel..	2	330	330	13.0	330	9¼	Ball T..	Gear T.	Keys...	Sp B..	Yes..	1, 2, 3..	Var...
Cotta Gear.....8	T, Tr.....	Var...	M D..	Wo...	3.78	9.00	6.12	8	9	Steel..	1	700	700	20.5	700	11½	Ann B..	Gear T.	Splines.	Th R..	No...	Opt.....	73
Cotta Gear.....4	T & Tr.....	Var...	M D..	Wo...	3.88	9.00	6.12	4	5	Steel..	1	700	700	20.5	700	11½	Ann B..	Splines.	Splines.	Sp B..	No...	.....	50
Covert.....JUC	C, & TB	122	M D..	Mo...	3.68	8.25	8.25	5	6	.....	3	375	Var...	Var...	Var...	11½	Ann B..	Gear T.	Gear T.	Sp B..	Yes..	1, 2, 3, 4	Var...
Covert.....DC-9	T & B.....	280	M D..	Mo...	3.68	8.25	8.25	9	10	.....	3	342	Var...	Var...	Var...	11¾	Ann B..	Gear T.	Gear T.	Sp B..	Yes..	1, 2, 3...	Var...
Detlaff.....JA	Cars.....	110	M D..	Wo...	2.68	7.87	5.43	3	2	Steel..	3	300	300	1.9	300	10	Ann B..	Pins...	Pins...	Sp B..	Yes..	3, 4, 5...	15
Detlaff.....M	Cars.....	200	M D..	Wo...	3.71	8.37	6.50	4	4	Steel..	4	360	360	2.05	360	11½	Ball T..	Gear T.	Gear T.	None..	No...	1,2,3,4,5.	30
Detlaff.....D & H	C, T, B & Tr.	500	M D..	Wo...	3.71	8.37	6.50	9*	9*	Steel..	3	500	500	Var...	500	11½	Ann B..	Gear T.	Gear T.	Sp B..	Yes..	1, 2, 3...	55
Fuller.....I-SC-10	T, B & Tr..	Var...	M D..	Wo...	3.50	8.16	5.87	5	4	Steel..	1	450	450	Var...	450	.....	Ann B..	Gear T.	Pins...	None..	No...	1,2,3,4,5.	83
Fuller.....I-SC-12	T, B & Tr..	Var...	M D..	Wo...	3.50	8.16	5.87	6	5	Steel..	1	450	450	Var...	450	.....	Ann B..	Gear T.	Pins...	None..	No...	1,2,3,4,5.	87
Fuller.....I-SC-14	T, B & Tr..	Var...	M D..	Wo...	3.50	8.16	5.87	7	6	Steel..	1	450	450	Var...	450	.....	Ann B..	Gear T.	Pins...	None..	No...	1,2,3,4,5.	89
Fuller.....I-SC-16	T, B & Tr..	Var...	M D..	Wo...	3.50	8.16	5.87	8	7	Steel..	1	450	450	Var...	450	.....	Ann B..	Gear T.	Pins...	None..	No...	1,2,3,4,5.	93
Fuller.....I-SC-16	Buses.....	Var...	M D..	Mo...	3.50	8.16	5.87	8	7	Steel..	1	350	350	Var...	350	.....	Ann B..	Gear T.	Pins...	None..	No...	1,2,3,4,5.	75
Fuller.....I-SC-20	Buses.....	Var...	M D..	Mo...	3.50	8.16	5.87	10	9	Steel..	1	350	350	Var...	350	.....	Ann B..	Gear T.	Pins...	None..	No...	1,2,3,4,5.	77
Fuller.....I-SC-24	Buses.....	Var...	M D..	Mo...	3.50	8.16	5.87	12	11	Steel..	1	350	350	Var...	350	.....	Ann B..	Gear T.	Pins...	None..	No...	1,2,3,4,5.	82
Hillard.....XDG	T, B, Tr.....	400	M D..	Wo...	5.00	10.68	6.87	2	2	Steel..	1	375	1875	12.0	375	13⅜	Ann B..	Gear T.	Gear T.	S C P.	Yes..	2, 3.....	62
Hillard.....S-6	T, B, Tr.....	500	M D..	Wo...	5.00	12.00	8.00	3	3	Steel..	1	375	1875	16.0	375	15½	Ann B..	Gear T.	Gear T.	S C P.	Yes..	Opt.....	117
Hillard.....S-8	T, B, Tr.....	625	M D..	Wo...	5.00	12.00	8.00	4	4	Steel..	1	375	1875	23.0	375	15½	Ann B..	Gear T.	Gear T.	S C P.	Yes.	None....	124
Hoosier.....K94A	C, T & Tr...	150	S P...	Mo...	3.59	8.87	5.50	1	1	.....	1	250	1190	31.0	250	10⅞	Ball T..	Pins...	Splines.	Self A.	No...	Opt.....	15
Hoosier.....K84AB	C, T, B, Tr..	125	S P...	Mo...	3.28	7.87	5.25	1	1	.....	3	225	1125	41.0	225	9¾	.....	Pins...	Splines.	Self A.	No...	Opt.....	9¾
Hoosier.....K94AB	C, T, B, Tr..	150	S P...	Mo...	3.59	8.87	5.50	1	1	.....	3	255	1275	33.0	255	10⅞	.....	Pins...	Splines.	Self A.	No...	Opt.....	12½
Hoosier.....K910A	C, T, B, Tr..	210	M D.	Mo...	3.59	8.87	5.50	2	2	.....	1	250	1190	31.0	250	10⅞	Ball T..	Pins...	Splines.	Self A.	No...	None....	19
Jones.....CX-12	C, T & B...	Var...	S P...	Wo...	4.69	11.87	6.87	1	1	Cast I.	12	Var...	Var...	14.7	270	13¼	Ann B..	Studs..	Splines.	None..	No...	2, 3.....	28
Jones.....C12D	T & B.....	Var...	M D.	Wo...	4.87	12	7.50	2	2	Cast I.	12	Var...	Var...	14.7	270	14	Ann B..	Studs..	Splines.	None..	No...	2, 1.....	60
Jones.....C10 D	C, T & B...	.....	M D.	Wo...	4.19	10	6.75	3	2	Cast I.	12	Var...	Var...	19.6	210	11.5	Ann B.	.....	Splines.	None..	No...	3, 4.....	31
Long.....8-C	Cars.....	98	S P...	Mo...	3.75	8 75	6.25	2	1	Steel..	6	Var...	Var...	45.0	250	.....	Ball T..	Rim...	Splines.	None..	No...	3, 4, 5...	Var. 14
Long.....9-C	Cars.....	121	S P...	Mo...	4.18	9.75	7.00	2	1	Steel..	6	Var...	Var...	36.0	250	.....	Ball T..	Rim...	Splines.	None..	No...	3, 4, 5...	Var, 16
Long.....8F	C, T, B,.....	114	S P...	Mo...	3.62	8.75	5.75	2	1	Steel..	9	.....	.....	34	Var.	.....	.....	Rim...	Splines.	None..	No...	.....	.....
Long.....8A	C, T, B.....	114	S P...	Mo...	3.62	8.75	5.75	2	1	Steel..	12	.....	.....	42	Var.	.....	.....	Studs..	Splines.	None..	No...	.....	.....
Long.....28A	C, T, B.....	228	M D..	Mo...	3.62	8.75	5.75	3	2	Steel..	12	.....	.....	42	Var.	.....	.....	Studs..	Splines.	None..	No...	.....	.....
Long.....9A	C, T, B.....	146	S P...	Mo...	4.00	9.75	6.25	2	1	Steel..	12	.....	.....	33	Var.	.....	.....	Studs..	Splines.	None..	No...	.....	.....
Long.....9AS	C, T, B.....	163	S P...	Mo...	3.81	9.75	5.50	2	1	Steel..	12	.....	.....	28	Var.	.....	.....	Studs..	Splines.	None..	No...	.....	.....
Long.....29A	C, T, B.....	262	M D..	Mo...	4.00	9.75	6.25	3	2	Steel..	12	.....	.....	33	Var.	.....	.....	Studs..	Splines.	None..	No...	.....	.....
Long.....10A	C, T, B.....	156	M D.	Mo...	3.31	7.75	5.50	3	2	Steel..	6	.....	.....	47	Var.	.....	.....	Studs..	Splines.	None..	No...	.....	.....
Long.....11A	C, T, B.....	188	S P...	Mo...	4.37	11.00	6.50	2	1	Steel..	12	.....	.....	23	Var.	.....	.....	Studs..	Splines.	None..	No...	.....	.....
Long.....31A	C, T, B.....	286	M D.	Mo...	4.37	11.00	6.50	3	2	Steel..	12	.....	.....	23	Var.	.....	.....	Studs..	Splines.	None..	No...	.....	.....
Long.....34A	T, B.....	392	M D.	Mo...	5.25	13.75	7.25	3	2	Steel..	18	.....	.....	13	Var.	.....	.....	Studs..	Splines.	None..	No...	.....	.....
Merchant & Evans....8US	Cars.....	1500	S P...	Wo...	3.31	7.87	5.37	2	1	Cast I.	6	1200	1200	46.0	185	9¼	Ball T..	Pins...	Splines.	Step R	No...	1, 6.....	14
Merchant & Evans...12US	C, T & B...	2500	S P...	Wo...	5.00	11.87	8.25	2	1	Cast I.	6	1200	1200	21.0	150	13⅜	Ball T..	Pins...	Splines.	Step R	No...	1, 2, 3, 4.	22
Merchant & Evans...12UD	C, T & B...	3500	M D..	Wo...	4 87	11.18	7.18	3	2	Cast I.	6	1200	1200	21.0	150	13⅜	Ball T..	Pins...	Splines.	Step R	No...	1, 2, 3, 4.	24
Merchant & Evans...10US	C, T & Tr...	2000	S P...	Wo...	4.15	9.87	6.75	2	1	Cast I.	6	1200	1200	29.0	150	11¼	Ball T..	Pins...	Splines.	Step R	No...	1, 2, 3, 4.	18
M. & E. (Hele & Shaw)....	C, B & Tr...	2500*	M O..	None..	Var...	Var...	Var...	12*	11*	Steel..	1	300*	300*	48.9*	300*	10½*	Ann B..	Splines	Splines.	None..	Yes.	None....	Var...
Rockford.....9HH	C, B, T & Tr	100	S P...	Mo...	3.75	8.87	6.00	2	1	.....	6	720	720	21.4	132	10 1/16	.....	.....	Pins..	S C L.	No...	2, 3, 4, 5.	Var...
Rockford.....9A	C, T & B....	100	S P...	Wo...	3.71	8.87	6.00	2	1	1020	9	960	960	28.5	134	10¼	Ball T..	Pins...	Splines.	S C P.	No...	2, 3, 4, 5.	Var...
Rockford.....9B	C, T & B....	100	S P...	Wo...	3.71	8.87	6.00	2	1	1020	6	960	960	28.5	134	10¼	Ball T..	Pins...	Splines.	S C P.	No...	2, 4, 4, 5.	Var...
Rockford.....10A	C, T & B....	150	S P...	Wo...	4.18	9.87	6.87	2	1	1020	12	1200	1200	30.4	161	11¼	Ball T..	Pins...	Splines.	S C P.	No...	2, 3, 4, 5.	18
Rockford.....10HH	C, B, T & Tr	150	S P...	Mo...	4.18	9.87	6.87	1	2	.....	6 9	1020	1020	30.4	155	11 3/16	Ball T..	.....	.....	Screws	No...	2, 3, 4, 5.	Var...
Spicer.....12"	Cars.....	Var...	S P...	Mo...	5.31	12.12	9.12	1	1	Steel..	12	1080	1080	41.5	350	13 13/16	Ball T..	Keys...	Integral	Sp B..	No...	.....	33
Spicer.....9½"	Cars.....	Var...	S P...	Mo...	4.00	9.50	6.50	1	1	Steel..	9	1000	1000	61.0	250	10 1/16	Ball T..	Keys...	Integral	Sp B..	No...	.....	21½
Yellow.....YZ	Buses.....	350	S P...	Wo...	5.40	14.25	7.37	2	1	Wo...	20	2300	2300	19 0	418	16	Ball T..	Studs..	Splines.	Nuts..	No...	No.....	76

ABBREVIATIONS:
°—Slightly higher for QL.
*—Varies According to Load.
Ann B—Annular Ball.
Ball T—Ball Thrust.
B—Buses.
C—Cars.
Cast I—Cast Iron.
Gear T—Gear Teeth.
Lea—Leather.
MD—Multiple Dry Disc.
MO—Multiple Disc in Oil,
Mo—Molded Composition.
Opt—Optional.
SCL—Screws in Clutch Levers.
SCP—Screws on Cover Plate.
Self A—Self Adjusting.
Step R—Stepped Ring.
SP—Single Plate.
Sp B—Spring Bolts.
T—Trucks.
Tr—Tractors.
Th R—Threaded Ring.
Var—Varies.
Wo—Woven Fabric.

NEW foreign business secured for individual American exporters as a direct result of the aid of the Bureau of Foreign and Domestic Commerce approximated $189,000,000 during the fiscal year 1925-1926. According to the Bureau, this represents but a small portion of the actual returns made to American taxpayers upon the total cost of the Bureau's activities.

At least an equal amount of money has been saved for American exporters through elimination of wasteful or unnecessary efforts in domestic as well as foreign business, the Bureau believes. During the year, 2,032,000 trade information services were rendered to firms and individuals. The very rapid growth of these services is indicated by comparing it with the similar figure of 505,000 for 1922.

In the annual report of the Bureau by Director Klein a number of instances are cited of savings made possible, new business obtained, and other services given to American firms by Bureau representatives in all parts of the world.